

ARKANSAS RAILROADER

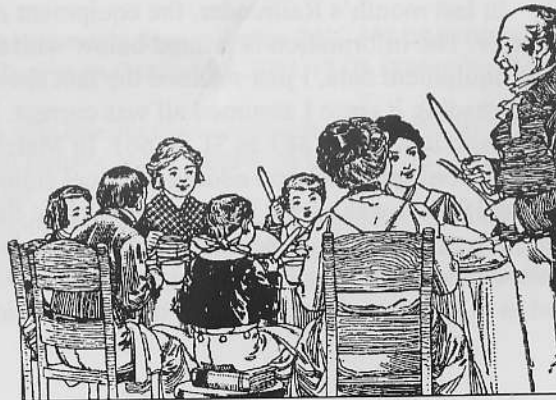


Little Rock Chapter
NRHS

VOLUME 34 NUMBER 11 NOVEMBER 2003



CNW #2710 rushing through East Moline, Illinois on January 7, 1951. (*Charlie Ost photo*)



2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cci.net
V-PRESIDENT - Russell Tedder, 5019 Timber Creek Cir, N Little Rock AR 72116-6432 (501-771-9040), srtedder@arkansas.net
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BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com

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 1st 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 The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The November program and meeting of the Arkansas Railroad Club will be held on **SUNDAY, NOVEMBER 9** at 2 p.m. at our usual meeting place, Pulaski Heights Presbyterian Church, 4401 Woodrow Drive in Little Rock. **John C. Jones** will have videos covering his trip to the NRHS convention and back. The public is always invited and cookies and refreshments will be served.

On **December 13**, we will have our Annual Christmas Party. It will be held on **Saturday, December 13 at 600 p.m.** at our usual meeting site, Pulaski Heights Presbyterian Church. We will have the meal catered by Franke's Cafeteria in Little Rock and bring it to the church for serving. Price will be \$15 each. We will need to know how many are coming, so in the next month, let Walter Walker know and also send him the money (8423 Linda Lane, Little Rock AR 72227, 501-225-0826, wwalker@aristotle.net)

DUES REMINDER – It's almost that time of year again when annual dues are due for the Arkansas Railroad Club and NRHS (EVERY NRHS chapter collects their dues on January 1 of each year). There is no change in the dues structure - \$20 for Arkansas Railroad Club only and \$40 for both the local and national NRHS dues). I will put a separate dues renewal form in the December newsletter that you can fill out, or you may copy or cut out the one in this edition. To determine how long your membership has been paid, look at the address label. I put '2003,' '2004' etc on the upper right corner of the labels. If it has NRHS in the front, that means you are a paid NRHS member. Our dues have not gone up for several years.

CORRECTION – In last month's Railroader, the equipment data for Peter Smykla, Jr's Paperton Junction Southern Railway had one error. The information is printed below with the corrected sentence having a line through it. When I initially printed the equipment data, I just scanned the fact sheet Peter gave me in September to a text editor and printed it, not proof-reading it since I assumed all was correct. Here is the corrected data: **SLSF 514** - This coach was built by Barney & Smith in March 1883 as SLSF 661. In March 1936, the Frisco rebuilt the car, changing the roof to the current turtle-back configuration, and adding the steel siding, while keeping the wooden frame. From the early 1960's until October 1996, it was on the Kansas City Public Service Freight Operation, where it last ran in 1964. Purchased in 1996, it was brought to Pine Bluff on a flat car. ~~Virtually the entire roof, including the wooden ribs, needs replacing, as do the windows.~~ You will note that during the 1936 rebuilding, thousands of wood screws were used, with heads leaded in to simulate rivets, to fasten on the steel siding.

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 - From 1910-1913, my grandmother traveled by train from Hoxie to Fort Smith. Is there somewhere that I could find a list of the depots that she would have encountered along the way? (She would have traveled the Iron Mountain/Missouri Pacific line. Thanks, Joyce Holder, email: gjholder@prodigy.net)

WANTED - Photos or station plans of smaller Iron Mountain or Missouri Pacific depots in Arkansas. My name is T. R. Garner from Searcy, Arkansas. I am vice president of the White County (Arkansas) Historical Society. We are searching for information, particularly photographs or standard station plans that the St. Louis & Iron Mountain, or the Missouri Pacific, would have had for their smaller stations from Little Rock north through Beebe, McRae, Garner, Kensett, Judsonia, Bald Knob, etc. The particular depot in question is the station that was at Garner, Arkansas. I would

appreciate any information, or suggestions as to who I should contact that might provide additional information, about the history of the station. Thank you,
T. R. Garner - sawdusty@swbell.net

FOR SALE - Dolores Ost, wife of the late charter member Charlie Ost (DOst109371@aol.com), would like to sell the following items: HO model engine, 080, painted black "The General;" unpainted over-sized C&NW caboose, HO scale small IC Caboose, HO scale Coach light made into a lamp - moving company lost the shade, but the lamp is in good, working condition. 15 b & w 8-1/2 x 11 glossy prints of steam, old 25 small b & w snapshots, approximately 4-1/2 x 2-3/8, really old. "Quiz on Railroad & railroads," Amer. Assoc. of RR booklet, 1940; various jewelry and railroad buttons, including a MOP pocket knife and a 1934 Union Pacific Lucky Piece

commemorating the aluminum used in the new train built by Pullman; C&NW metal emblems and 9 C & NW coasters; very small cloth emblem for M&NA Ozarks, NO ARK Route, white & red on black; cloth emblem for Ft. Smith & Western Railway, gold print on black. Contact her at the email address above, which is all the contact information I have. She lives in Little Rock.

FOR SALE - Ozark Mountain Railcar is selling a 1949 Budd Company Diner/Lounge built for the Missouri Pacific. It is a 32-seat diner/12-seat lounge car # 847; Missouri Pacific renumbered car to # 582. The car is a smooth side/stainless steel car. All under-car equipment has been removed except for air brakes and water tank. They are asking \$35,000 for this car. For more information and to see other railroad equipment they have for sale, go to <http://www.ozarkmountainrailcar.com>

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.

ALABAMA – CSX - To abandon a 16.47-mile line of railroad extending from milepost ONC 384.00 at Black Creek to milepost ONJ 400.47 at West Jefferson, in Jefferson County, AL. Effective on October 22, 2003. (STB Docket No. AB-55 (Sub-No. 613X, decided September 15, served September 22, 2003))

VIRGINIA – NORFOLK SOUTHERN - To abandon a 1.9-mile line of railroad between milepost PO-0.0 at Bluestone, Mercer County, WV, and milepost PO-1.90 at Pocahontas, Tazewell County, VA. Effective on October 24, 2003. (STB Docket No. AB-290 (Sub-No. 222X, decided September 12, served September 24, 2003))

GEORGIA – CSX - To abandon a portion of its Southern Region, Jacksonville Division, extending from milepost AP 594.69, near Waresboro, to milepost AP 617.94, near Pearson, a distance of 23.25 miles, in Atkinson and Ware Counties, GA (the line). Comments on this abandonment request should be made by October 20, 2003. (STB Docket No. AB-55 (Sub-No. 640). Decided September 17, served September 25, 2003)

- ARIZONA – UNION PACIFIC** - to abandon a 2.1-mile line of railroad, known as the Creamery Spur, extending from milepost 914.3 to milepost 916.4 near University Drive between Priest Drive and Hayden Road in Tempe, Maricopa County, AZ. effective on October 28, 2003. (STB Docket No. AB-33 (Sub-No. 210X, decided September 22, served September 26, 2003)
- PENNSYLVANIA – ALLEGHENY & EASTERN RAILROAD, INC.** - To abandon an 18.9-mile line of railroad between milepost 131, near St. Marys, in Elk County, and milepost 149.9, southeast of Emporium, in Cameron County, PA. Effective October 31, 2003. (STB Docket No. AB-854X, decided September 24, served September 30, 2003)
- TENNESSEE – CSX** - To discontinue service over approximately 1.2 miles of rail line in CSXT's Central Region, Appalachian Division, KD Subdivision, Second Creek Spur, extending from Valuation Station 15304+87 to Valuation Station 15368+89, in Knoxville, Knox County, TN. A final decision will be issued by January 2, 2004. (STB Docket No. AB-55 (Sub-No. 641X, decided September 25, served October 3, 2003)
- IDAHO – BG & CM RAILROAD** - to acquire from Camas Prairie Railnet, Inc. (Camas Prairie) and operate approximately 66.8 miles of rail line between Spalding and Grangeville in Lewis, Nez Perce, and Idaho Counties, ID. This line, extending from milepost 0.0 to milepost 66.8, was authorized for abandonment in Camas Prairie Railnet, Inc.--Abandonment--in Lewis, Nez Perce and Idaho Counties, ID (Between Spalding and Grangeville), STB Docket No. AB-564 (STB served Sept. 13, 2000). BG & CM was subsequently authorized to negotiate for trail use of the line by a decision and certificate of interim trail use (CITU) served in the same docket on January 6, 2003. Trail use negotiations were successful and BG & CM has acquired all relevant, track, ties and other track materials, and sufficient real estate interests for railroad operations. BG & CM wishes to reactivate service from milepost 0.0 to milepost 52.0, but requests that the remainder of the line, from milepost 52.0 to milepost 66.8, remain rail banked pursuant to the CITU. (STB Finance Docket No. 34398, decided September 29, served October 6, 2003 – I put this notice here since that portion of track from mp 52.0 to 66.8 remains abandoned/railbanked)
- TEXAS – UNION PACIFIC** - To abandon the remaining portion of the Columbia Tap Industrial Lead, extending from milepost .064 near Walker and Palmer Streets to milepost 1.54 near Trulley and Velasco Streets in Houston, Harris County, TX, a distance of .90 miles. A final decision will be issued by January 9, 2004. (STB Docket No. AB-33 (Sub-No. 203X, decided October 3, served October 10, 2003)
- WYOMING – WYOMING AND COLORADO RAILROAD COMPANY, INC.** - To abandon a 1.12-mile line of railroad extending from milepost 0.19 to milepost 1.31 in the City of Laramie, Albany County, WY. Effective on November 12, 2003. (STB Docket No. AB-307 (Sub-No. 4X), decided October 3, served October 10, 2003)
- KENTUCKY – PADUCAH & LOUISVILLE RAILWAY, INC.** - To abandon a 4.81-mile line of railroad between milepost J-159.6, near Ilsley, and milepost J-164.41, near Dawson Springs, in Hopkins County, KY. Effective November 12, 2003. (STB Docket No. AB-468 (Sub-No. 6X), decided October 3, served October 10, 2003)
- CALIFORNIA – UNION PACIFIC** - To discontinue trackage rights over a 13.1-mile line of railroad (the Seaside Industrial Lead) owned by the Transportation Agency for Monterey County (TAMC) extending from milepost 110.2 near Castroville, CA, to the end of the line at milepost 123.3, near Seaside, CA, in Monterey County, CA. According to UP, the line has been sold to TAMC effective September 12, 2003. UP states that, in accordance with the terms of the sale, UP reserved trackage rights for freight operations over the line. UP states that it no longer has any need to maintain the reserved trackage rights for freight operations and therefore is proposing discontinuance of those rights. While the terms of the September 12 sale are not altogether clear from the filings made by the parties to that sale in either the present proceeding or in STB Finance Docket No. 34405, the fact that UP has couched its proposal as a discontinuance and not an abandonment would indicate that UP takes the position that a freight common carrier obligation was conveyed to TAMC as part of the September 12 sale. effective on November 11, 2003. (STB Docket No. AB-33 (Sub-No. 157X), decided October 6, served October 10, 2003)

ARKANSAS RAIL NEWS

SOUTHERN LIVING ARTICLE

Southern Living's October 2003 Magazine had a nice article on the public excursions the Arkansas & Missouri Railroad are operating between Springdale and Van Buren, Arkansas. The merchants of Van Buren especially like this train of tourists and seem to be doing quite well. For more information, contact the Van Bureau Visitor's Center, 800-332-5889, <http://www.vanburen.org> (Thanks to Dan Barr, Jr.)

GENERAL RAIL NEWS

LARGE RIDERSHIP IN LOS ANGELES

(October 14, 2003) – A strike of mechanics on the nation's third-largest public transportation system, Los Angeles, forced hundreds of thousands of commuters to scramble for alternate transportation. Metropolitan Transportation Authority mechanics walked off the job after midnight, and bus drivers, train operators and other workers were honoring picket lines. The move shut

down buses and trains that an estimated 500,000 daily riders count on to get around Los Angeles County. (*Who says L.A. is all cars? It's nice to see all these riders.*)

COMMUTER TRAIN DERAILS

(*Chicago*) - The Chicago to Joliet Metra train that derailed on Chicago's South Side on October 13, 2003 was believed to be traveling at least 60 mph when it jumped the tracks, federal investigators said. The train speed limit in the area of 47th and Federal streets is 10 mph because trains switch tracks there. There were about 400 people aboard the Rock Island District train and many were injured but released from hospitals later in the day.

UNION PACIFIC HIRING

Union Pacific, the nation's largest railroad, is hiring train crews as people retire and the economy picks up. They added about 1,000 conductors and engineers to its 46,000-person work force through August and plans to hire 1,000 before January 2004, spokesman Mark Davis said. Up to 3,000 workers could be hired next year for positions across the railroad, in large part to fill spots vacated by people retiring and other factors, Davis said.

Member Don Buswell of Mountain Home, Arkansas, sent me the following railroad monikers, which he obtained off a railroad email list. The monikers were sent to that list by Andrew Dow:

Anorak - English. Probably 1970s. Since, more widely used of any person with an extensive and deep interest in systems and devices, from railways and accounting to computers and buses. Originally from the use of the anorak as a highly practical garment, with many large pockets, worn while watching trains in inclement British weather, from the platform-end.

Buffer Kisser - German, of train chasers and photographers.

Enthusiast - Universal, of those with any interest in railways. Few geographical boundaries, if any. Used in a derogatory sense by those who should know better.

Ferro-equinologist - Probably English. Noted in 1957 but almost certainly earlier in origin. Presumably coined by someone with a classical education.

Gricer - English, late 1960s. Of those with interests in diesel or electric locomotives, and known to the editors of Oxford English Dictionary.

Locospotter - Very English. Coined by Ian Allan for his Locospotters' Club of the late 1940s to 1960s, running to 290,000 members.

Nut counter - German equivalent of rivet counter.

Puffer Nutter - English, derisory term used by some organs of the cynical press.

Railfan - American, universal in application.

Railwayac - English, noted in 1922 as "popular", and thus certainly older; an early effort to identify those with an interest in railways.

Railroadian - American, post war; used by the organization Railroadians of America. The root word, presumably, of railroadiana, meaning railroad collectibles. (The English equivalent is railwayana, used by Ian Wright of Sheffield Railwayana Auctions.)

Railwayist - English, contemporary with, and in rivalry with, Railwayac.

Rivet counter - English, primarily of the modeler, but later of anyone with a great interest in the smaller detail.

Vaporazzi - Coined by Albi Glatt. Of those who follow, ride on, and photograph steam excursion trains. A beautiful word..

AMTRAK NEWS

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

TENNESSEE – EXCURSIONS NATIONWIDE – Southern Appalachia Railway Museum, PO Box 5870, Knoxville TN 37928, runs rare-mileage train excursions nationwide and on a regular basis operates the Secret City Scenic Excursion between the former K-25 Manhattan Project facility plant to the community of Blair, Tennessee. You can contact them by calling 865-241-2140 or go their website at www.southernappalachia.railway.museum Membership is \$30 for the first year and \$20 a year thereafter.

ARKANSAS – CONWAY – The Central Arkansas Model Railroad Club meets monthly on the first Monday of the month, usually at the Faulkner County Library, 1900 Tyler St, in Conway, Arkansas in the large meeting room on the left side of the library. Time is 7:00 p.m. on those Mondays. Programs vary, but include videos, layouts, general train talk, seminars, etc.

TENNESSEE – MEMPHIS – November 8, 2003 - The Memphis Society of Model Railroaders is having a Model Railroad Show on November 8, 2003 at the Mid South Fairgrounds in Memphis. This event will be in the Shelby County Building, which is 37,000 square feet. We are looking to have participation from all the local clubs in the Memphis area. Modules and layouts of different gauges are expected from these groups. Since there is a large amount of room, we are also making inquiries to clubs in the surrounding region to see what their interest are.

We will also have vendors selling Model Railroad merchandise and tables with hobby information. If your members have interest in a table (s) let me know and I can get you information. Please contact me with your interests at Rick Sheehan 312 Amelia Cove Collierville TN 38017 Or rsheehan@bellsouth.net



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). Send to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

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.



Reader, Arkansas Reader Railroad depot, 1963. Gene Hull photo.

DEPOTS IN ARKANSAS - READER (Reader Railroad, Missouri Pacific)

by: Gene Hull

In 1881, rails were laid southward from Gurdon by the St. Louis, Iron Mountain & Southern. Near the west line of Ouachita County on this railroad a post office was established 12 miles from Gurdon on the way to Camden. The place was called Sayre and a station on the railroad was opened.

Lee Reader built a sawmill nearby and soon had a crude railroad to haul logs from the dense forest to his mill. The little town was renamed in his honor. In 1924, the mill and railroad were bought by Mansfield Lumber Company.

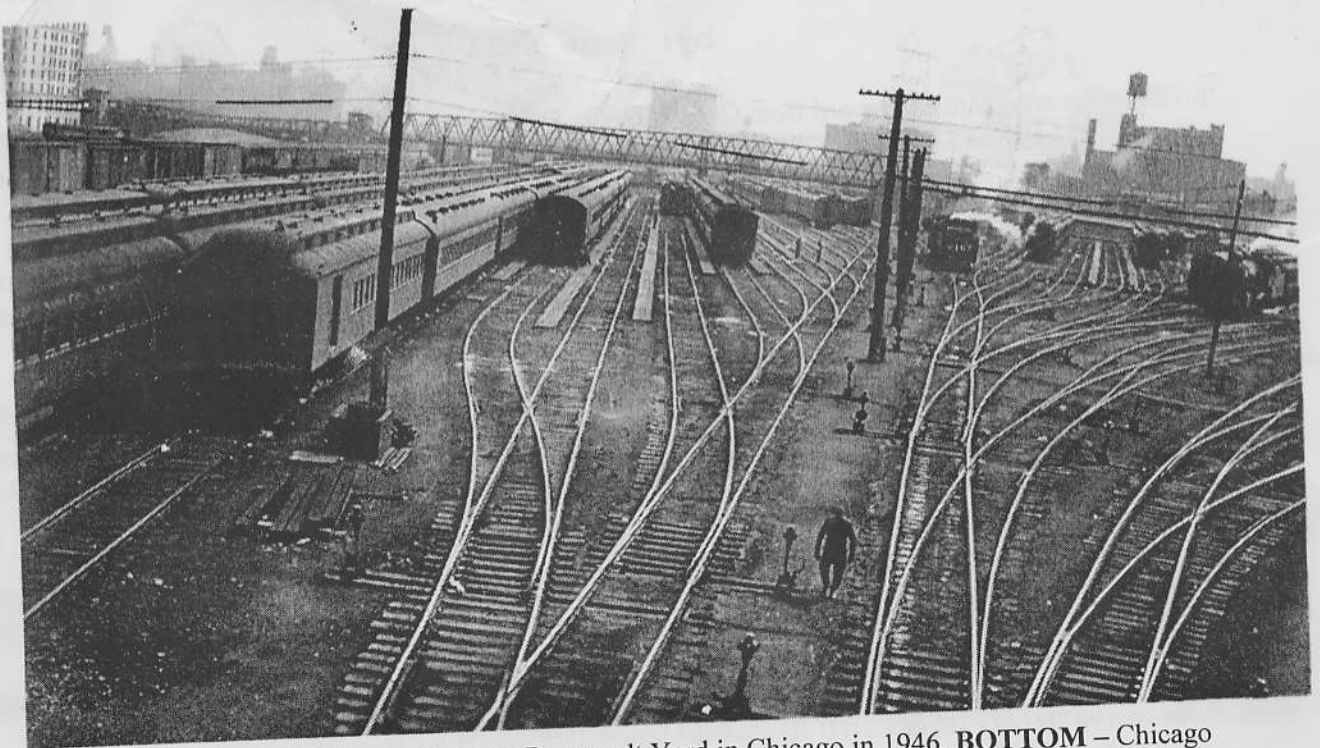
About 25 miles south of Reader new oil wells were pumping a thick crude that was 45% pure asphalt, too thick for pipe lines. Thus, the lumber company built the Reader Railroad to the oil field to haul the viscous crude to a connection with the SLIM&S at Reader.

During the 1940s, the Iron Mountain ran a daily passenger train on a round trip from Gurdon through Reader to El Dorado. Since they ran during daylight hours on the two-hour trip there was coach service only.

In 1917 the SLIM&S was absorbed by the Missouri Pacific. The old depot was sold and moved to become a residence and a new wood station (shown above) was built to serve Reader.

In the 1940s, Tom Long bought the Reader Railroad. Passenger service on SLIM&S began to dwindle and the depot was sold to the Reader R.R. In the 1960s this railroad began running passenger trains for rail fans. Once again the little depot was serving passengers. 🚂

Arkansas Railroader



TOP – *Way of the Zephyrs* switcher at Roosevelt Yard in Chicago in 1946. **BOTTOM** – Chicago yards taken from the Halsted Street Bridge in 1946. (Both photos from the late Charlie Ost)