

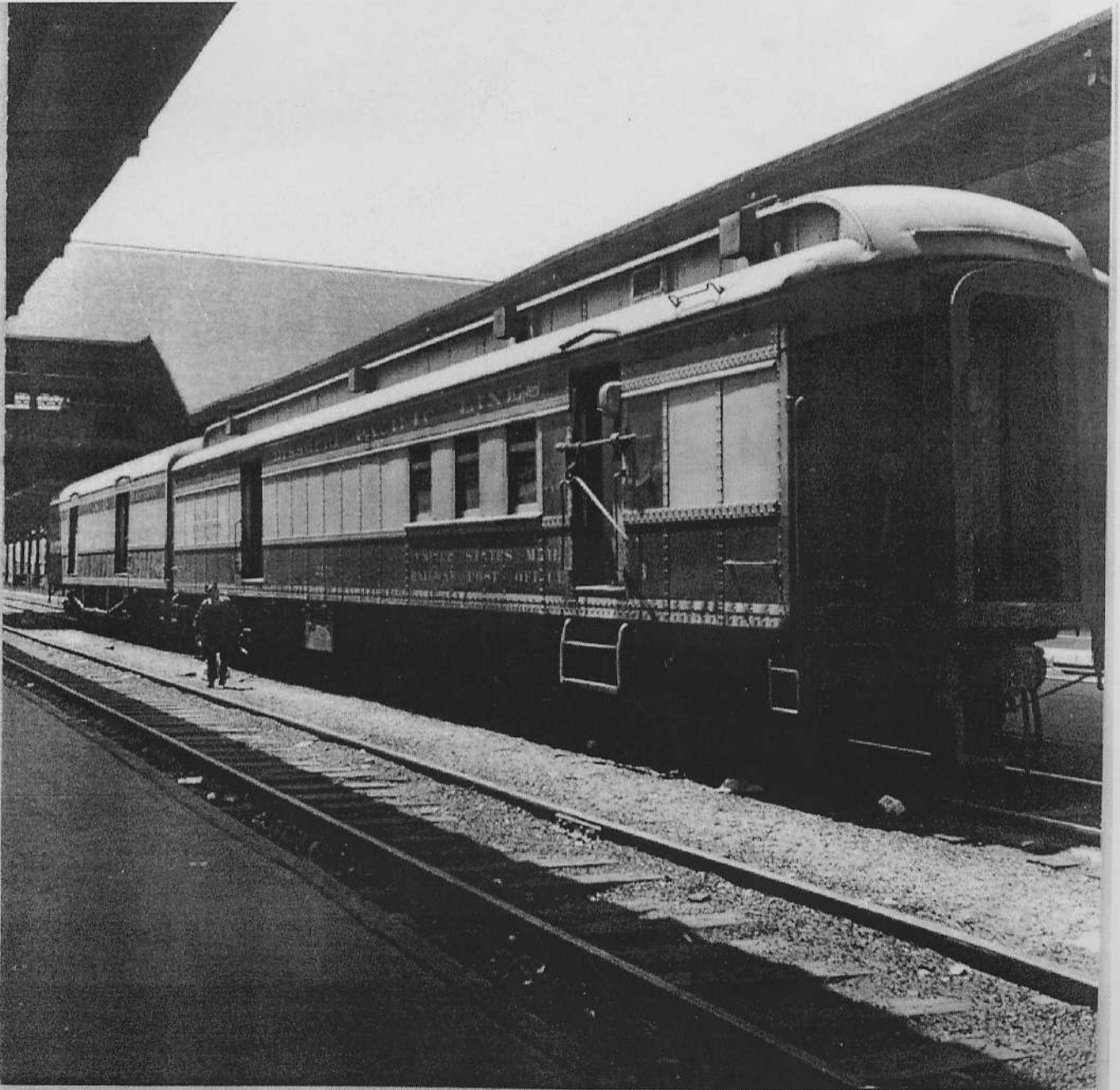


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 30 NUMBER 10 OCTOBER 1999



Railway Post Office Car (RPO) No. 2573 at Little Rock Union Depot in 1962. See story on next page about the last run of a Railway Post Office car in Arkansas in October of 1967. (Photo by Gene Hull)



A large group attended the Arkansas Railroad Club's annual excursion on Peter Smykla, Jr.'s Paperton Junction Southern Railway in Pine Bluff, Arkansas. The date was Saturday, September 11.



Runby of the September 11 special train on Peter's railroad. (Both photos by Ken Ziegenbein)

THE MAIL LEAVES THE RAILS

by: Gene Hull

On 19 September 1967, Little Rock Postmaster Roy L. Sharpe announced the last run of a railway post office car in Arkansas was tentatively set for 14 October and by the end of October practically all RPO service in the nation would end.

The number of railway post offices began declining in the late 1940s due to competition by mail (first class) delivery via highway trucks and airplanes. At an earlier time about 80 RPOs a day passed through Arkansas on as many trains. By mid-September 1967 there were 10 such cars. Mail sorted in transit aboard these cars would be processed at large sectional post offices. Roy Sharpe said trains still would move large quantities of newspapers, magazines, parcel post and advertising brochures in unmanned storage cars.

The familiar old heavy canvas "catcher pouch" would fade into history. A special rack, of wood or metal, stood beside the railroad track in many small towns. From the racks were suspended "pouches" with mail evenly divided at both ends and a strong leather strap was tightened around the middle of the pouch, which was mounted vertically beside the door on each side of the RPO. The postal clerk would raise the arm so that it would catch the pouch as the train passed at 70-80 m.p.h. This mail would be sorted en route for prompt delivery.

Postmaster Sharpe said the RPO cars on the Rock Island between Memphis, Tennessee and McAlester, Oklahoma running once a day, would be discontinued 29 September 1967. The next day the cars on the Missouri Pacific between Little Rock and Alexandria, Louisiana would make their final runs.

The last RPOs in Arkansas, running on the Missouri Pacific between St. Louis and Texarkana, would be taken off three southbound trains, No. 7, No. 1 (*Texas Eagle*), and No. 3 (*The Texan*) on 13 October 1967. The three corresponding northbound trains, No. 2, No. 4 and No. 8 would lose their RPOs the next day.

An official on the Missouri Pacific announced that when the RPOs were gone, passenger service probably would be discontinued. This service was operating at a loss of \$13,850,000 in 1966. Without the mail cars, the deficit would increase by \$1,375,000. The RPO service was the major justification for continuing passenger service. Without mail service, train operation was doubtful.

The Post Office Department planned to eliminate RPO service on 162 passenger trains nationwide by the end of 1967. This would be a loss of \$17,000,000 for the railroads. This would affect 20 railroads and 2,224 postal employees, who would be transferred to other postal operations.

Was the Post Office killing passenger train service? Assistant Postmaster General Wm. J. Hartigan said it was not the Post Office's job to save sick passenger trains and operating RPO cars was very

Arkansas Railroader - Little Rock Chapter NRHS

Volume XXX, Number 10, October 1999

expensive. Railway Postal Clerks were paid on a higher scale than in post offices, plus \$16 a day while on a train. Also, it cost \$0.92 a mile to rent a 60-foot RPO car from the railroad.

Feeding a sick passenger train a steady diet of mail would never make it well.

On Saturday 14 October 1967 the last RPO cars were eliminated in Arkansas, as they were pulled off six trains on the Missouri Pacific between St. Louis-Little Rock-Fort Worth. The last RPO car loaded at Little Rock and left on Train No. 8 for St. Louis at 4:00 p.m.

RPO clerks were reassigned to post offices near their homes. Many would work at Little Rock.

It was in 1864 when the RPO service began and they lasted 103 years as America grew and technology advanced.

Two months after the last RPO car made its run through Arkansas, Assistant Postmaster Oliver R. Kirk, at the Little Rock Post Office, retired. He was with the Post Office Department 39½ years, the last 30 of which he was a clerk on an RPO car or supervised their operation in Arkansas.

Kirk started in the postal service as a substitute RPO clerk 23 November 1928, when the cars operated on 25 routes in Arkansas. After six years as a substitute, he got a regular run on the Little Rock to Claremore, Oklahoma route of the Missouri Pacific, where he stayed 14 years.

On that Central Division route he had 21 "catcher stations" where the mail was picked up and dropped off without the train stopping. The first "catcher station" was Levy, now part of North Little Rock. Some of the others were Marche, Mayflower, Menifee, Plummerville, Blackwell, Atkins and Knoxville.

That route required only a half-size RPO car with two or three clerks. While sorting letters the clerks had to keep in mind the sounds and landmarks so as not to miss a catcher station.

In 1948, Kirk left the RPO car and went to the district transportation manager's office at Little Rock, where he supervised RPOs operating out of Little Rock. In 1958 he became manager of the Little Rock mail terminal at the Missouri Pacific depot and in December 1965 was assistant superintendent at the Little Rock post office. ●



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

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>

NEXT MEETING/PROGRAM

The OCTOBER 10 MEETING will held at Pulaski Heights Presbyterian Church in Little Rock, where we met in June. We start at 2 p.m. The program will be given by Robin Thomas, with slides of the Galloping Goose. Refreshments will be served. **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.

The November meeting, place unknown at this time, 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.

2000 OFFICERS NOMINATED - Naomi Hull sent the following list of proposed new officers for 2000. They will be voted on at a later meeting and we usually install them 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 (no date yet). The Board needs any nominations by our NOVEMBER meeting. Send nominations to our club address.

WEDDING WEATHER WAS HOT! - Club member RANDY TARDY and his wife ELIZABETH have their wedding anniversary on October 12 (that's 37 years). He mentioned at our club's train excursion September 11 that the weather on the day of their wedding was very hot, and that all this talk about being so hot now is not unique to this time. He mentioned that everyone in the church was sweating that day.

NEW EMAIL ADDRESS - FRED and FERN FILLERS have taken the computer plunge and now have their own email address. It's cfillers@aol.com Drop them a line or two. There are dozens of club members now on the Internet. Please give me any updated email address you may have.

WEB SITE VISITORS - As you know, I personally pay for a web site (<http://www.trainweather.com>) that has weather and railroad links on it for the whole country. I also put the *Arkansas Railroader* on the web site each month, minus the photos. I've recently acquired web-trend software which tells me how many people view the web site each day, where they are from, how long they stay on, etc. Here are some interesting facts:

From June 1 through August 20, 1999, 7,281 people have visited at least one page on my site (averaging 89 per day with June 15 alone having 847 visitors). 294 have read the *Arkansas Railroader* on the web site. They've accessed the site from 14 foreign countries (14% of the "hits" are from other countries, including Canada, England, New Zealand - Aotearoa, Sweden, Australia, Denmark, Switzerland, Hong Kong, Netherlands, Germany, Saudi Arabia, Italy, Norway and Colombia) as well as the US.

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. Forms for ordering as well as for renewing membership or joining are enclosed with this newsletter. When renewing, please use the forms and mail them in. You can also give the forms to Ken Ziegenbein or Walter Walker.

DEADLINE FOR THE NOVEMBER NEWSLETTER is October 10. I will not be at the October meeting (I'll be returning from Fort Worth via Amtrak's *Texas Eagle*), so please mail any news to our club address.

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 - Information on Missouri Pacific's Mail Trains Nos. 3&4 that ran between St Louis and Little Rock then on the 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 - Slides of depots in this region as well as across the country. Send your lists to Edward Emery, 174 Ranleigh Ave, Toronto, Ontario, M4N 1X4 Canada.

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.

HELP WANTED - To build and maintain the Oklahoma Railway Museum, to be located in Oklahoma City between NE 23rd and NE 36th Streets on Grand Blvd near the state capitol. The CENTRAL OKLAHOMA RAILFAN CLUB (CORC) is the group doing the work and solicits our donations. They are in Phase I, a goal

of \$100,000 to buy land, track and upgrade facilities. The site will have railroad history of Oklahoma, including rolling stock, locomotives, streetcars, a Frisco turntable, and other things associated with railroad museums. Also, the CORC is a not-for-profit organization and donations are tax deductible. To help out, send contributions to: CORC - Oklahoma Railway Museum, PO Box 6620, Oklahoma City OK 73153-0620.

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.

IDAHO - UNION PACIFIC - On August 22, 1991 UP applied to abandon the Wallace Branch from m.p. 16.5 near Plummer to m.p. 80.4 Wallace, Idaho, a total of 71.5 miles. They now have the environmental authority to abandon it. (STB Docket No. AB-33, Sub No. 70, decided August 5, served August 12, 1999)

ILLINOIS - NORFOLK SOUTHERN - To abandon a 7.5 mile line between m.p. A-13.0 at Bluffs Junction to m.p. A-20.5 at Troy Junction, in Edwardsville, Illinois. Effective September 15, 1999. (STB Docket No. AB-290, Sub No. 206X, decided August 6, served August 16, 1999)

SOUTH DAKOTA - SOO LINE - To abandon a line from m.p. 208.8 near Rosholt to the end of the line at m.p. 236.3 near Veblen, South Dakota, a distance of 27.5 miles. Included are the stations of Veblen, Claire City, Hammer, New Effington, and Victor, South Dakota. Final Decision by November 17, 1999. (STB Docket No. AB-57, Sub No. 48x, decided August 11, served August 19, 1999)

OHIO - CSX - To abandon a 7.79 mile line along its Louisville Service Lane, Central Ohio Subdivision, between m.p. BP-49.49 near Cambridge and m.p. BP-41.70 at the end of the track at Gibson, Ohio. Stations include Gibson. Final decision by November 12, 1999. (STB Docket No. AB-55, Sub No. 576X, decided August 18, served August 24, 1999)

KANSAS - KANSAS EASTERN RAILROAD, INC. & SOUTH KANSAS and OKLAHOMA RAILROAD, INC. - To abandon and discontinue trackage rights over a line between m.p. 438.5 at Severy and m.p. 483.0 near Augusta, Kansas, a total of 44.5 miles. Effective September 24, 1999. (STB Docket No. AB-563, Sub No. 1X and AB-471, Sub No. 2X, decided August 19, served August 25, 1999)

ARKANSAS RAIL NEWS

COTTON BELT 819 NEWS

(Pine Bluff) - According to Bill Bailey, SSW locomotive steam engine 819 was about 80% disassembled for the FRA inspection as of late August. The hydro test is due before the end of 1999. (*Cotton Belt Star, September 1999*)

KCS DEATH

(Wickes) - The conductor of a loaded coal train was killed September 13 when his southbound train ran into another KCS coal train that was stopped about a mile north of Wickes, Arkansas. Apparently, both the engineer and conductor jumped before the crash, but the conductor didn't jump in time and was buried under tons of coal. The engineer had a broken arm.

BLOCKED CROSSINGS

(Statewide) - Arkansas Code 23-12-1007 makes it unlawful for a stopped train to block a crossing for more than 10 minutes from 6 a.m. to 6 p.m. and more than 15

minutes from 6 p.m. to 6 a.m. The state Highway Commission is responsible for enforcing this law (since 1993). Arkansas has 3,203 public railroad crossings. Pulaski County (Little Rock) has the most with 260, followed by Sebastian County (Fort Smith) with 205, Jefferson County (Pine Bluff) with 159, White County (Searcy/Beebe) with 146 and Lawrence County (Walnut Ridge) with 133. (*Arkansas Democrat-Gazette, August 22, 1999*)

EMERGENCY RR NUMBER

Union Pacific has a new emergency 24-hour number you can call to notify them of blocked crossings, accidents, stalled vehicles on the tracks and other problems. The number is 1-800-848-8715. They will contact the nearest dispatcher. (*Arkansas Democrat-Gazette, August 22*)

WHEEL SHOPS CLOSED

(North Little Rock) - The Union Pacific

will close its North Little Rock and Pocatello, Idaho wheel repair shops November 1. The 110 employees at the facilities, including 50 in North Little Rock, will be offered other UP jobs. Wheel work now done at the shops will be contracted out to nonrail sources. The North Little Rock shop was built in 1964.

The closing did not go over very well with some of the award winning employees (in fact, they were just given an award for setting a production record). "The railroad has lied to us," said Jerry Roberts, an electrician in the wheel shop. He said morale was at bottom. "It's a slap in the face." He also doesn't think the move by UP will save money in the long run. Union Pacific is North Little Rock's largest employer, with 2,600 workers. (*Arkansas Democrat-Gazette by Randy Tardy and the North Little Rock Times, September 2, 1999*)

GENERAL RAIL NEWS

ALASKA/FLORIDA CONNECTION

(Alaska) - The Alaska Railroad announced it will purchase the passenger car fleet of the out-of-business Florida Fun Train. The sale includes 5 single level and 4 bilevel cars. They will be painted for the Alaska Railroad. The cars should be in service by the summer of 2000. (*Alaska Railroad press release*)

LOCOMOTIVE 786 OTS

(Austin, Texas) - An accident that occurred back in the 1920s to steam engine 786 has forced the Austin Steam Train Association to take it out of service for awhile. Apparently, a boxcar had hit the engine in the 1920s, causing cracks to appear 70 years later. (*Austin American-Statesman, August 24*)

MORE WHISTLES

The Federal Railroad Administration is expected to have regulations by October that

require train whistles to blow at ALL rail crossings, overriding local laws making "quiet zones" in many cities. The only way cities can enforce the no-blowing laws is to obtain specific exemptions, such as making four-quadrant gates that cross all traffic lanes or building intersection median barriers at crossings. In short, to still outlaw train whistles, the communities must take steps to protect impatient drivers from themselves.

Life is not fair; get used to it. (From "Dumbing Down Our Kids" by Charles Sykes, sent in by Floyd Whatley)

TRAIN STAMPS

The USPS has issued its' train stamps, which include the Twentieth Century Limited, the Daylight, the Super Chief, the Hiawatha and the Congressional. Get them while they last. They are the "lickable" stamps and have the train's history on the

back of each stamp.

CROSSING ACCIDENT FACTS

Union Pacific says that about 40 of its crossing gates are broken a day by motor vehicles trying to beat trains. Since January 1, UP has had 9,000 broken. UP also says that **47 percent of off crossing accidents are caused by people driving around lowered gates.** Also, so far this year there have been 62 accidents caused by abandoned vehicles on tracks. (*UP News*)

DANGEROUS TRUCKS

According to trucksafety.org, a group keeping track of large truck safety, large trucks account for 25% of passenger vehicle occupant deaths in multiple-vehicle crashes while only accounting for 3% of all registered vehicles on the road (*Insurance Institute for Highway Safety*). Heavy trucks are involved in thousands of fatal crashes every year (5,355 in 1997 alone!) - Arkansas

had 91 truck-related fatalities in 1995). In fact, one out of eight traffic fatalities in 1997 resulted from a collision involving a large truck (*National Highway Traffic Safety Administration, Traffic Safety Facts 1997: Large Trucks*). Also, one 80,000 pound truck does as much damage as 9,600 cars.

U. S. News and World Report, September edition, said truck-related fatalities could rise to more than 6,000 a year in 2000. However, Mike Russell, a spokesman for the American Trucking Association noted that crashes per mile were down 50% since the 1970s. (I think its about time trucks get some of the bad press that railroads have gotten for years - we all hear about "Bad, Dangerous Railroads" killing people, but not much about "Bad Dangerous Trucks." And a large part of railroad-related deaths are caused by trucks and cars who illegally cross the tracks in front of trains - it's called "Failure To Yield." Truth is that both forms of transportation are very safe and we need both trucks and trains - it's the reporting of these accident statistics that are taken out of context - Ken Z)

TRIPLE TRACK COMPLETED

(*Nebraska*) - Union Pacific has completed one of the biggest modern history construction projects ever on a railroad by finishing the new triple track route that runs 108 miles from North Platte to Gibbon, Nebraska. The line was first double-tracked in 1908 and also was part of the original

transcontinental railroad. Now 140 trains a day use the route. Included in the 4-year construction project were 35,000 carloads of ballast, 800 strings of 1,440-foot rail, 280,000 concrete ties and 200 carloads of switch components and crossing materials. (*Union Pacific Press release, August 24, 1999*)

KCS CLOSES INTERMODAL FACILITY

(*Sallisaw, Oklahoma*) - KCS will close its intermodal facility in Sallisaw, Oklahoma October 1 because it doesn't get enough profit (it does make money, but not enough). In conjunction with the closing, KCS will also discontinue providing an intermodal interchange with the Missouri & Northern Arkansas at Joplin, Missouri. KCS has operated an intermodal ramp in that part of the country for decades. In the 1980s the ramp was moved from Fort Smith, Arkansas to Oklahoma. (*From the KCS Website, August 31*)

PRIVATE MEXICO RAILS

In late August, all of Mexico's railroads were in private hands, ending a hundred years of government control. 16,000 miles of track were sold since 1994.

PRO FOOTBALL TRAIN TRIP

(*New York*) - The New York Giants traveled by train for their game with the Baltimore Colts in late September, the first

time they traveled by train since 1963.

BILLIONTH COAL TON

(*Norfolk, Virginia*) - Norfolk Southern announced in late August that its' Lamberts Point Pier 6 coal-loading terminal near Norfolk, Virginia loaded the 1 billionth ton of coal. It would take 15,385 ocean vessels to transport this much coal. A billion tons of coal would fill the Louisiana Superdome 300 times and fill nearly 11 million coal hopper cars, forming a train 104,000 miles long (talk about blocked crossings!). Lamberts Point Pier 6 is the largest coal loading spot in the world. (*Norfolk Southern Information*)

CENTRAL STATION DEDICATION

(*Memphis*) - The grand opening celebration of the reopening of Grand Central Station in Memphis was scheduled to be held September 24-25. It cost \$23.2 million to renovate. *City of New Orleans* Amtrak passengers deboarding the night of September 24 will step into a black-tie 1920s type party and be greeted with champagne. Amtrak will also have an equipment display. Apartments will be ready to occupy in the station's upper floors by November. And nearby historic facilities will also be turned into office or rental apartments, such as the railway express agency building. (*Memphis Commercial Appeal*)

AMTRAK NEWS

ON TRACK

Amtrak says it's still on track to become self-sufficient by 2002. It's income has been \$11 million better than planned so far this year with passenger revenues up 6% to \$738 million through August. Express business is also booming.

ACELA DELAY - Amtrak's new high speed trains that were supposed to start running along the Northeast Corridor this Fall have been delayed because of suspension and wheel problems. Amtrak now says they may start running next Spring. The trainsets are being built by Canada's

Bombardier Transportation and France's Alstom. (*Via Dan Barr*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

OAK RIDGE, TENNESSEE - Various days - Arkansas Railroad Club member Bart Jennings and the Southern Appalachia

Railway Museum will operate Secret City Scenic Excursion Trains at the East Tennessee Technology Park near Oak Ridge

on various dates. New this year will be a former Southern Railway dining car. The trips will run through the park and along the

Poplar Creek watershed. Days of excursions: March 19, 20; April 10, 11, 17, 18, 24, 25; May 15, 16, 29, 30; September 4, 5, 25, 26; October 16, 17, 23, 24, 30, 31; November 20, 21; December 18, 19. Cost is \$10 coach, \$15 dining car. Caboose is rentable for up to 10 people for \$125. Note that the October 23 trip, the Nashville & Eastern will be covered from Nashville to Cookeville.

Information on the trips: Send a stamped, addressed envelope to SARM, PO Box 5870, Knoxville TN 37928. Use this address to join or volunteer, also.

MISSOURI - October 2, 1999 - The MidwestRail, a model railroad and railroaders swap meet and slide show in Springfield, Missouri. Theme slide shows include: Southern Pacific Days by Terry LaFrance; Passenger Train Memories by John Hake, and "The Frisco in Transition" by Kevin EuDaly. The swap meet begins at 9 a.m., costs \$3 to get in. For more information, call Dan Batson at 417-863-6402 or Ron Williams at 417-883-5350. Rental tables are available. *(Thanks to John Hodkin)*

TEXAS - October 8-10, 1999 - The Missouri Pacific Historical Society will hold its annual convention at the Midtown Ramada Inn in Fort Worth, Texas on October 8-10. A swap meet will be held. Registration is \$25. For information, write MPHS, PO Box 1876, Alvarado, TX 76009-1876 or email taketandp@aol.com or go to their web page at <http://www.geocities.com/Heartland/Prairie/9575>

JACKSONVILLE, ARKANSAS - Saturday, October 16, 1999 - First Annual Arkansas Valley Model Railroad Club's

Train Show at the Jacksonville Community Center, 5 Municipal Drive, Jacksonville AR 72076 from 10 a.m. to 5 p.m. Admission is \$3. For more information call Jerry Fussell, 501-758-2590

NEBRASKA - October 21 - The Cameral Club will celebrate its 50th anniversary at the Western Heritage Museum (former Omaha Union Station) in Omaha on October 21, beginning at 7 p.m. All are invited. Let them know if you're going by writing to 50th Anniversary Event, PO Box 791, Columbus NE 68602-0791.

ARKANSAS - October 29-31, 1999 - Annual Fall Rich Mountain trip to chase the KCS (not Arkansas Railroad Club related, but some of our members go on this annual pilgrimage). Many from all over the country stay at Mena this weekend and photograph the KCS. There's an informal picnic at the siding at Page, Oklahoma (just across the state line) that Saturday. Contact Nathan Bailey of Sulphur Springs, Texas (sorry, no address) or just show up. Many will be staying at the Best Western in Mena. *(Thanks to John Hodkin)*

TEXAS - March 3-5, 2000 - The Texas State Railroad Railfan Weekend 2000, featuring the first ever steam doubleheader on the Texas State Railroad. The Gulf Coast Chapter of Houston is helping plan this event. The big trip occurs on Saturday, March 4 with a mixed train, steam doubleheader, roundtrip from Palestine to Rusk, Texas, including a lunch at Rusk and Bar-B-Q dinner at the Palestine depot and night photo session. Cost is \$119 and the train will carry 125 passengers. Make reservations to: TSRR Railfan Weekend

2000, PO Box 19651, Houston TX 77224 - make checks payable to Gulf Coast Chapter NRHS.

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.



6. The Kansas City, Leavenworth and Atchison Railway Company:

(a) The Missouri River Railroad Company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, February 20, 1865, and constructed the line of road from Kansas City to Leavenworth, completed in July, 1866. Mileage 25.39

Termini: From Missouri-Kansas state line at Kansas City to center of passenger depot at Leavenworth.

The Missouri River Railroad was leased to the Pacific Railroad on July 1, 1866, for twenty years, which lease was superseded by lease dated September 28, 1870, for a term of twenty years from January 1, 1870.

(b) The Leavenworth, Atchison and Northwestern Railroad Company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, September 21, 1867. It constructed the line of road from Leavenworth to Atchison, completed October, 1869. Mileage 20.98

Termini: From center of depot at Leavenworth to H.B. connection of Central Branch main line 170 ft. east of east line of 4th Street at Atchison, Kansas.

The Leavenworth, Atchison and Northwestern Railroad was leased to the Pacific Railroad on September 28, 1870, for twenty years from January 1, 1870.

By articles of agreement and consolidation filed in the office of the Secretary of State of Kansas on July 6, 1880, the Missouri River Railroad Company and The Leavenworth, Atchison and Northwestern Railroad Company were consolidated under the name of The Kansas City, Leavenworth and Atchison Railway Company, with a total mileage of 46.37. The property continued to be operated by the Missouri Pacific Railway Company under the leases of September 28, 1870.

This company was consolidated with others forming The Missouri Pacific Railway Company on August 11, 1880 (See below).

The "Consolidation of 1880"

The Missouri Pacific Railway Company was incorporated under the general railroad laws of Missouri, Kansas and Nebraska by a consolidation agreement dated August 11, 1880, and filed in the offices of the Secretaries of State of Missouri, August 12, 1880; of Kansas, August 20, 1880; of Nebraska, March 3, 1882, and September 4, 1888; (certificate of the Secretary of State of Colorado, authorizing said The Missouri Pacific Railway Company to do business in the State of Colorado, dated December 9, 1901) by and between the following constituent companies, whose histories precede, viz:

	<u>Miles</u>
1. Missouri Pacific Railway Company	297.18
2. The St. Louis and Lexington Railroad Company	54.82
3. Kansas City and Eastern Railway Company	43.00
4. The Lexington and Southern Railway Company	68.07
5. St. Louis, Kansas and Arizona Railway Company	81.66
6. The Kansas City, Leavenworth and Atchison Railway Company ..	46.37
Total	591.10

MISSOURI PACIFIC LINES - A CORPORATE HISTORY - PART 3 (Gene Hull)

Further Consolidations

7. The Missouri Pacific Railway Company of Kansas:

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, June 14, 1881. It constructed the line of road from Atchison to the Kansas-Nebraska state line, completed July 1, 1882. Mileage 48.13

Termini: From Central Branch Junction, 1.94 miles west of center of depot at Atchison, Kansas, to Kansas-Nebraska state line.

~~.....~~

The line was built with money furnished by The Missouri Pacific Railway Company and was operated up to its consolidation with that company by virtue of ownership of all the capital stock.

This company was consolidated with The Missouri Pacific Railway Company by articles of consolidation dated December 30, 1881, and filed in the office of the Secretary of State of Kansas, January 25, 1882.

8. The Missouri Pacific Railway Company of Nebraska:

This company was incorporated under the general railroad laws of Nebraska by certificate of organization filed in the office of the Secretary of State of Nebraska, June 8, 1881, and constructed the line of road from the Kansas-Nebraska state line to a junction with the Union Pacific Railroad near Papillion, Nebraska, 98.43 miles, with a spur to Papillion, 2.35 miles; a total mileage of 100.78

Termini: From Kansas-Nebraska line to H.B. of Papillion Branch near U.P. crossing at Portal, Nebraska; and from said H.B. to connection with U.P. R.R. 0.17 mile east of center of depot at Papillion.

~~.....~~

The line was built with money furnished by The Missouri Pacific Railway Company and was operated up to its consolidation with that company by virtue of ownership of all the capital stock.

This company was consolidated with The Missouri Pacific Railway Company by articles of consolidation filed in the office of the Secretary of State of Nebraska, March 3, 1882; to correct alleged informalities of these articles of consolidation and to authorize further extensions, amended articles of incorporation and consolidation were executed June 18, 1888, and filed in the office of the Secretary of State of Nebraska, September 4, 1888.

Total Mileage "Further Consolidations" 148.91

Purchased Lines9. Jefferson City, Lebanon and Southwestern Railway:

This company was incorporated under the general railroad laws of Missouri by a resolution of the board of directors of The Laclède and Fort Scott Railroad filed in the office of the Secretary of State of Missouri, January 24, 1871, as a branch of said The Laclède and Fort Scott Railroad. The subscribers to the capital stock of this line were empowered by this resolution to have full control of and manage the road and to operate the same entirely separate from and independent of the parent company. Its line of road was constructed and completed as follows:

From	To	Date Completed	Miles
Jefferson City	Russellville	10-31-81	18.65
Russellville	Cooper	3-15-82	20.60
Total			39.25

After the purchase of this line by The Missouri Pacific Railway Company it was extended to Bagnell, 5.79 miles, by the latter company, the right of way having been acquired by the J.C.L. & S.W. Ry. prior to the sale (See No. 16, page 13), and in 1914 the headblock at Jefferson City was moved back, adding 0.03 mile (See XIV., page 51).

The rights, franchises and property of the company were purchased by The Missouri Pacific Railway Company by deed dated September 12, 1883; certificate of sale filed in the office of the Secretary of State of Missouri, April 21, 1885. The organization of the J.C.L. & S.W. Ry. was no longer maintained and ceased to exist.

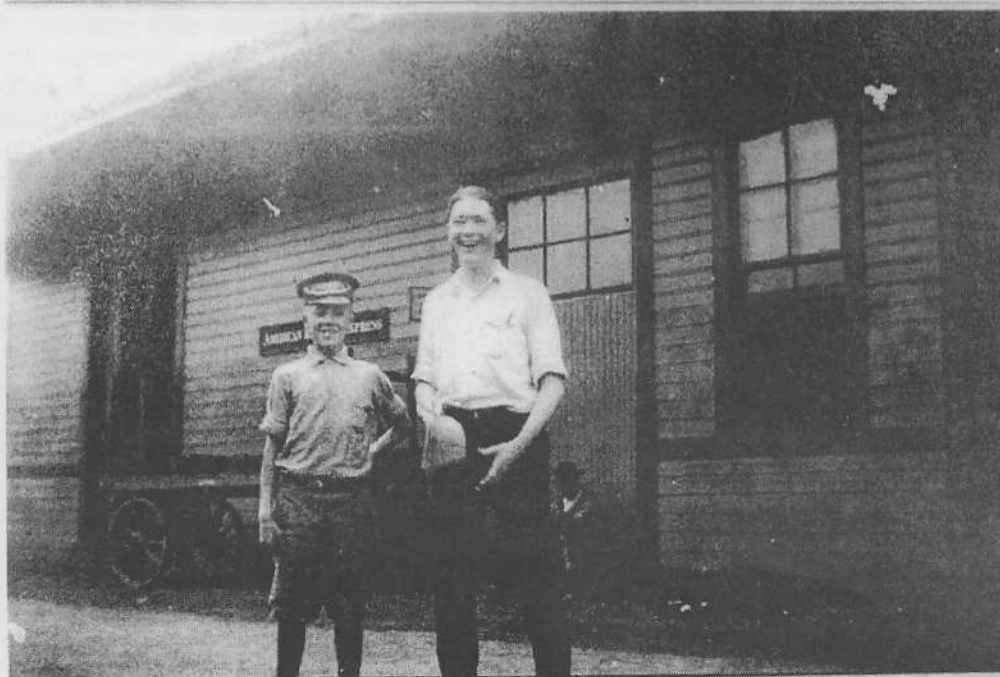
Termini: From H.B. connection with main line at Jefferson City to center of depot at Cooper.



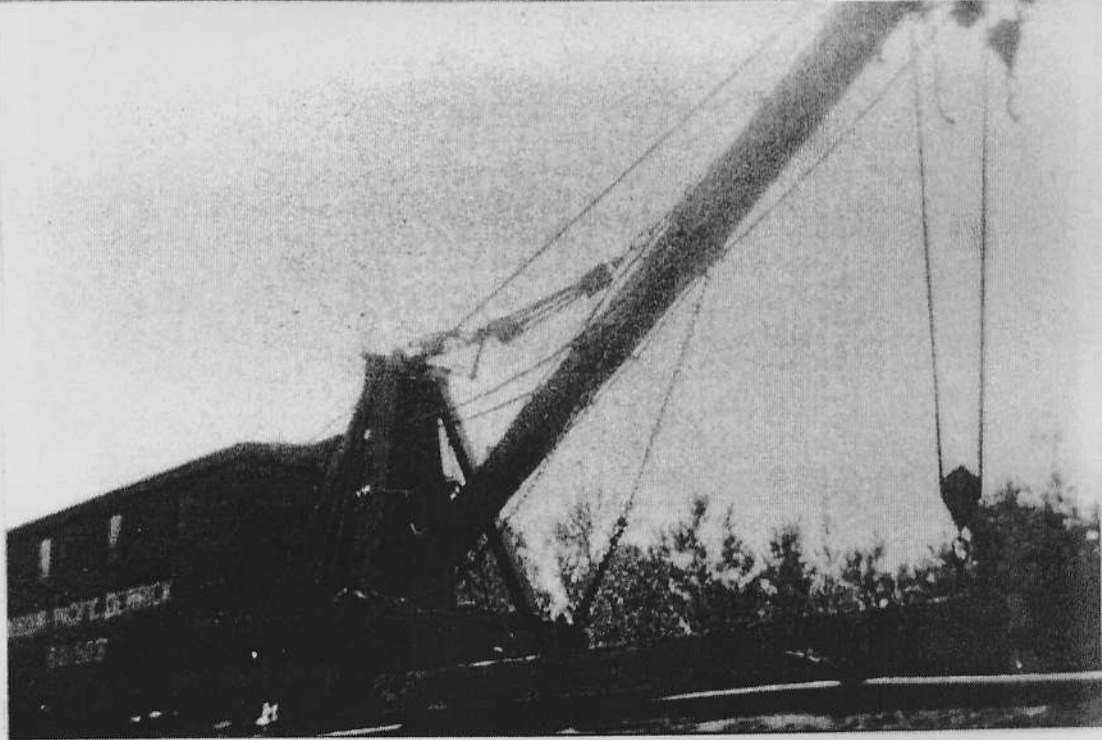
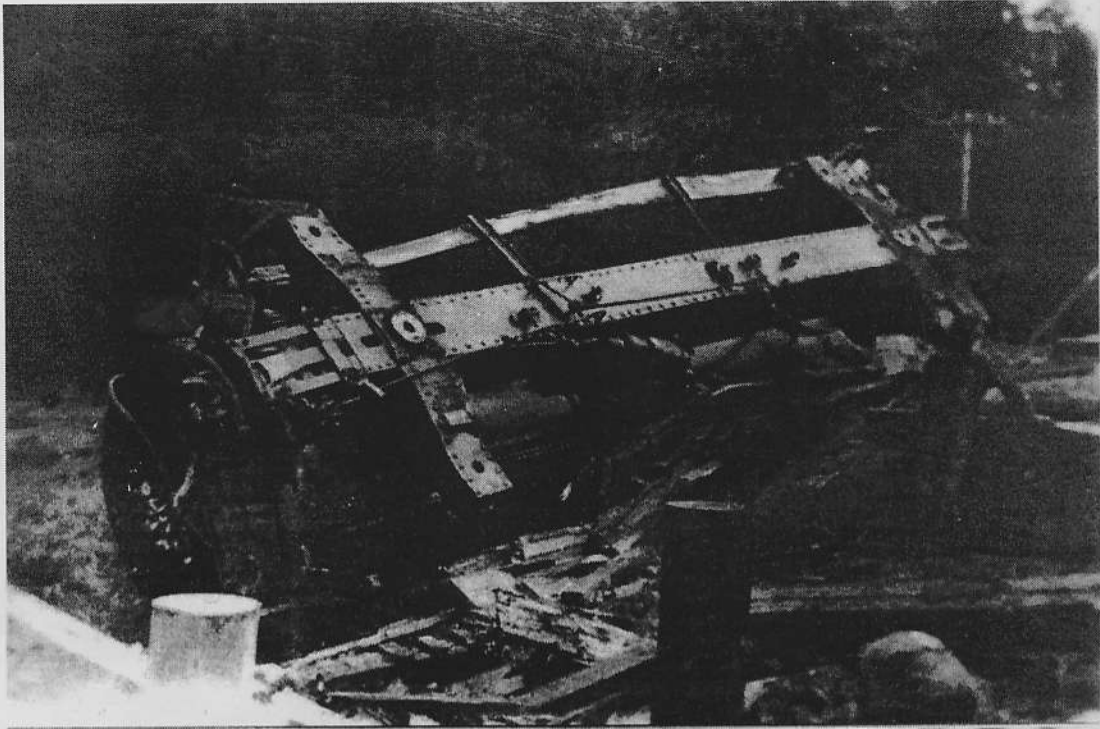
The photos on the next pages were from an old photo album that belonged to the mother of club member Russ Harrison of Monroe, Louisiana. They were taken probably in the early 1920s in Louann, Arkansas, after a train wreck. His mother knew the station agent and his dad was a rough neck in the Smackover, Arkansas oil fields. (Mr. Harrison gave an oral taped history of his knowledge of the oil fields to the Arkansas Oil Museum at Smackover, since his father worked there during the oil boom).

Does anybody in the Arkansas Railroad Club know anything about the wreck in these photos? Russ thinks the engine is one of the 7500-class series 10-wheelers. He's also curious about the wrecking derrick. It doesn't appear to have a boiler. Apparently, it had a steam connection to an engine. He has a survey taken about 1918 of all Missouri Pacific equipment that shows several of these old wooden frame, wooden cab derricks.

If anyone has any information about the wreck, derrick, station agent, etc. contact Russ Harrison, 726 Lakeshore Drive, Monroe LA 71203.







Arkansas Railroader

