



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 27 NUMBER 9 SEPTEMBER 1996



**ENDANGERED SPECIES** - Amtrak's *Texas Eagle* Superliner, which runs from Chicago/St. Louis through Arkansas to San Antonio, Texas will be eliminated as of November 10, 1996. Amtrak eliminated other trains as well, leaving 42 cities without Amtrak service. Here the southbound *Eagle* is seen arriving in Little Rock about 8 a.m. on Monday, August 12, 1996 with #510 in the lead. Our club may have a final ride November 9. (Ken Ziegenbein photo)



**TOP** - Amtrak's *Texas Eagle* at Little Rock's Union Station the morning of August 12, 1996. (Ken Ziegenbein photo). **BOTTOM** - The Missouri Pacific depot at Hope, Arkansas, the birthplace of President Bill Clinton, has been renovated and turned into a museum and visitor center (PO Box 596, Hope AR 71802). This is on Union Pacific's Arkansas-Texas main line, and the *Texas Eagle* runs by here each way three times a week. (Tom Shircliff photo)



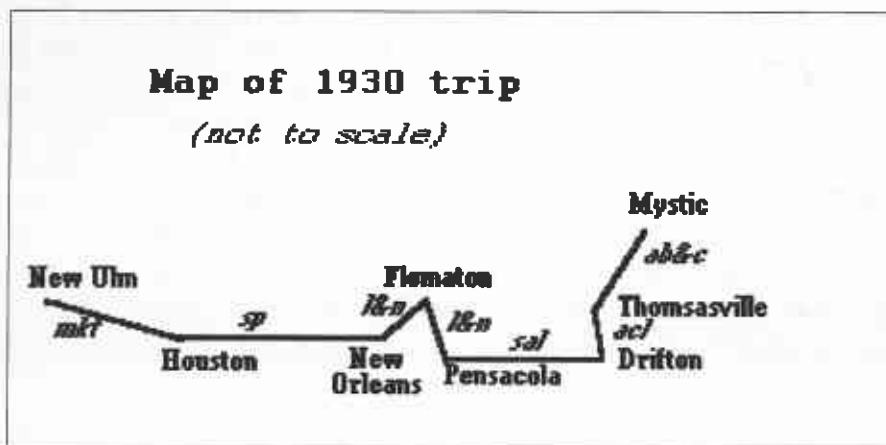
*The town of Mystic, Georgia as seen on July 5, 1996. The old Atlanta, Birmingham & Coast Railroad used to run in the foreground - it was taken up in the early 1950s. The story below, written by Ken Ziegenbein, refers to Mystic as the destination of a fictitious train journey taken about 1930.*

*More and more rail lines are being taken up all the time, as evidenced by the dozen or so abandonment proposals in this month's "Abandonment" section. P.B. Wooldridge wrote a poem about abandoned railroads, and is printed below for your thoughts and remembrances:*

I WANDERED TODAY DOWN AN OLD RIGHT OF WAY  
 THAT ONCE WAS A BUSY MAIN LINE.  
 ROTTING TIES AND A FEW SCRAPS OF STEEL  
 WERE THE ONLY REMINDERS THAT TIME WOULD REVEAL.

OUR THOUGHTS WENT BACK TO THAT OLD RAILROAD TRACK,  
 AND FOUND THERE IS NOTHING SADDER  
 THAN TO REALIZE, AS TEARS DIM YOUR EYES,  
 THAT NO TRAINS ARE COMING,  
 AND NO TRAINS WILL EVER GO BACK!

- P.B. Wooldridge



## A "MYSTIC" TRAIN RIDE FROM THE PAST

Researched by Ken Ziegenbein, based on 1930 rail schedules

**M**y wife Sarah's mother, Ellen Brown, passed away July 1 of this year. She was a native of Georgia and was born in the small town of Mystic in 1916. Back then and for the next 20 years or so, every small town in the country, including Mystic, had their own passenger train service. I thought it would be interesting to follow a traveler back in that time frame starting from another small town halfway across the country and ending up in Mystic. I chose New Ulm, Texas, population 200, as the starting point (that's where I grew up).

Railroads used in this trip from the past were the Missouri-Kansas-Texas (KATY), Southern Pacific, Louisiana & Nashville, Seaboard Air Line, Atlantic Coast Line, and the Atlanta, Birmingham & Coast. I tried routing the traveler the fastest way I could, but since I was never a railway ticket agent, I probably had too many layovers (for example, waiting in New Orleans overnight for L&N #5 and waiting in Drifton, Florida 12 hours from 2:03 a.m. until 1:15 p.m. for the A.C.L. connection - anything to do in Drifton 12 hours?)

My imaginary "journey" had plenty of interesting sidelights and experiences. I got up bright and early at 3:30 in the morning that Sunday. I finished packing, got dressed and walked the quarter mile to the New Ulm MKT depot. It was a rather chilly September morning, especially for southeast Texas, so I wore a light sweater.

The agent was busy pounding something out over the telegraph when I arrived about 4:00 a.m. We said hello, and I sat down in the small waiting room. About 4:15, three other people showed up, including

a 2 or 3-year-old child. They were only going as far as Houston to visit relatives. I inquired of the agent if the train was on time - it was. Being a rather impatient person, I went outside and watched the track for signs of the train. About 4:30, I could faintly hear a steam whistle in the distance, then in a couple of minutes I could hear the distinctive chugging of the engine echoing through the town.

At 4:35 a.m. I saw the headlight of the engine rounding the curve to my right. The train, consisting of a baggage car, two coaches and one sleeper, stopped right on the money at 4:37 a.m. We all boarded immediately and took our seats. I was on my way!

Our train rumbled southbound toward the big city of Houston. There was a hint of light when we stopped at Sealy at 5:18 a.m. I could see that the old bar/saloon located next to the railroad tracks in Sealy was still active, even on a Sunday morning, as two men stumbled out onto the street and began waving at us.

The trip into Houston was uneventful onboard, as everyone was sleeping, except for me. We pulled into the KATY depot in Houston a little ahead of schedule at 6:50 a.m. I knew I had to get a taxi there and transfer across town to the Southern Pacific depot to catch my next train, Southern Pacific #8. I had almost an hour to do this.

The taxi got me to the SP depot about 7:20 a.m., where I waited for the eastbound #8 to take me to New Orleans, my next stopover. The train was on time, leaving Houston at 7:55 a.m. sharp. This train was much longer than the KATY train, having two baggage cars, five coaches, one diner and three sleeping cars. I sat in the first coach, showed the conductor my ticket, and headed for the dining car for breakfast. I had the usual

couple of eggs, bacon, toast and orange juice. The cost was only 50 cents. By this time, it was bright and sunny as I watched the Texas countryside roll past.

Reaching Beaumont, Texas at 10:00 a.m., I noticed that it was rather windy. Trees were bending over. However, it was still sunny, so I thought nothing of it. About an hour later, I saw the sky getting cloudy. By the time we stopped in Lake Charles, Louisiana at 11:41 a.m., it was dark and rainy and still very windy. I was glad I was on board a waterproof and safe, heavy train! I headed for the diner again and had lunch, this time consisting of roast beef, mashed potatoes, green beans, corn bread, iced tea and cherry pie. Cost was a modest \$1.25.

Looking out the dining car window, the weather was getting worse. Heavy rain was pounding the train, along with small hail at times. Visibility was less than a few dozen feet. I began to worry whether or not the engineer could see the block signals ahead. Apparently, we had run into the cold front which had brought such nice cool weather to southeast Texas earlier that day.

Suddenly we screeched to a halt. My glass of tea fell to the floor, as did other pieces of dining ware on various tables. We were motionless. Well, not to worry. My connection out of New Orleans wasn't until 4 the next morning, so I could afford to arrive in New Orleans a few hours late.

We sat there, somewhere between Welsh and Jennings, Louisiana, for two hours. In the meantime, I had returned to my seat in the first coach. Rumors spread that a bridge had washed out. The conductor then entered the coach and announced that due to the heavy rain, the signals had lost power and that they had just been restored. We should be on our way soon.

Finally, at 2:20 p.m., we started moving. This would put us into New Orleans about two hours late, pushing back our arrival time to 8:30 p.m. or so. That was fine with

me. I decided to take a nap.

Arrival in New Orleans was just after 8 p.m. We had made up some time. My next train didn't leave New Orleans until 4:05 the next morning, so I decided to forgo eating dinner in the diner and instead checked out restaurants within walking distance of Union Station. There were many, most top notch. New Orleans is known for its fine restaurants.

Returning to the large waiting room of New Orleans' Union Station shortly after 10 p.m., I found myself an empty bench and stretched out. I had four hours to kill. Sleep came easy.

I awoke about 3 a.m. and checked the status of my next train, Louisville & Nashville's No. 5. Since it originated in New Orleans, it was on the board as leaving on time. I read a little, then headed for gate number 7, where No. 5 was waiting. At 3:45 a.m., the conductor let people board. I had been traveling for nearly a day already.

L&N #5 left right on time at 4:05 a.m., heading across Lake Pontchartrain in the darkness, then into Mississippi about an hour later. Nearing Gulfport, Mississippi, I headed for the diner for breakfast. This train was hitting every little town enroute to my next stopover. When we stopped at Gulfport at 6:45 a.m., I was enjoying the pancake breakfast.

We crossed into Alabama shortly before 9 this Monday morning. I was now in my third state since starting the journey. Arrival at the junction point of Flomaton, Alabama was promptly at 12:25 p.m. There I had a two hour wait, and ate lunch in the station. My next train, L&N #1, was due to arrive at 2:25 p.m. It was on time, as were all my connections so far. I guess being on time was a matter of course in 1930.

After leaving Flomaton, we arrived in Pensacola, Florida at 3:30 p.m., where we had an hour layover for the engine and cars to be worked. It was nice to be in Florida, where the sun was shining and the breezes were mild. It

was almost like being in another world. I walked around Pensacola for a half hour or so, then reboarded my train about 4:30 for a 4:45 p.m. departure. I had a long 6 hour trip before my next change of trains in River Junction, Florida. I dozed off about 8 p.m., but was awakened by loud snoring coming from the seat across the aisle. I gently tapped the guy on the shoulder, which stopped the snoring temporarily. However, he started up again as soon as he fell asleep. Oh, well, such is life.

We arrived at River Junction a couple of minutes late, about 10:20 p.m. I had another train to catch here at 11:30 p.m, this time on the Seaboard Air Line, to take me to Drifton, where I'd have a long layover until the next afternoon. Since this was only a short trip, I decided to stay awake until arrival at Drifton about 2:05 a.m.

The Drifton, Florida depot was not exactly your main terminal. It had a small waiting room, but there was nothing to eat or drink. The agent said that I could walk to a cafe in the morning. In the meantime, I fell asleep on a bench. My next train wouldn't leave until 1:15 the coming afternoon. What a long night this was going to be!

Bright sun awoke me about 7 the next morning, when I got up and headed for the cafe the agent had told me about. I left my luggage in the agent's office. The cafe was your typical small town cafe, with a few small tables and chairs. The breakfast was excellent. Walking back to the depot, I could hear steam whistles of several freight trains as they passed through town. This was where the Seaboard Air Line and Atlantic Coast Line met, so it was a rather active rail hub.

My next train, Atlantic Coast Line #344, arrived on time at 1:15 p.m., to take me to Thomasville, Georgia, where I'd again change trains. Arrival in Thomasville was on time at 2:50 p.m. I'd have another several-hour wait here. Thomasville was a larger town than Drifton, so there was more to do and see. Several retail stores and restaurants were

within walking distance of the rather large Thomasville depot. This was where the main A.C.L. east-west line ran from Chicago to Florida, carrying a lot of passenger trains in both directions.

My next, and last, train, Atlanta, Birmingham & Coast #34-4, originated in Thomasville, so it naturally left on time at 8:05 p.m. This train consisted of only a coach-baggage car and one coach, but was over half full. Again, as many of these lightly used railroads did, we stopped every 10 minutes or so at every small town on the route. We crossed the busy Southern Railroad line at Tifton, where we had to stop and let two trains by.

Arrival in Mystic was at 10:50 p.m., just five minutes late. There was a 14-year old girl there waiting for her parents, who had come in from a day's shopping at Thomasville. Little did I know then that someday my son and her daughter would marry in nearby Tifton, Georgia some 43 years later! Small world, isn't it?

My trip was finally over. After two and a half days on the road, I was exhausted! I was glad to see my uncle, who was having me over for a week's vacation prior to my school opening later that month. I had a really good sleep that night. The next day, however, I was ready to be riding on another train - it sorta gets in your blood and soul.

Today, there are no tracks remaining in Mystic, only some old buildings and memories (see photo). They were taken up over 40 years ago, but you can still see where the tracks were. Other segments of my journey still have rails, especially through New Ulm, Texas (now Union Pacific) and between Houston and New Orleans (SP, soon to be UP). The only segment still having passenger train service is on the Houston to New Orleans to Mobile line, where Amtrak's *Sunset Limited* travels three times a week.

Following is a list of towns our trains went through and the times of leaving each:

Lv. New Ulm, Tx (MKT#10-18-25)	4:37 a.m. Sunday	Lv. Rigolets, La	5:04 a.m. Monday
Lv. Cat Spring, Tx	4:56 a.m. "	Lv. English Lookout, Ms	5:15 a.m. "
Lv. Sealy, Tx	5:18 a.m. "	Lv. Lakeshore, Ms	5:34 a.m. "
Lv. Brookshire, Tx	5:45 a.m. "	Lv. Waveland, Ms	5:44 a.m. "
Lv. Katy, Tx	6:00 a.m. "	Lv. Bay St. Louis, Ms	5:58 a.m. "
Lv. Houston Heights, Tx	6:50 a.m. "	Lv. Pass Christian, Ms	6:15 a.m. "
Ar. Houston, Tx	7:00 a.m. Sunday	Lv. Long Beach, Ms	6:33 a.m. "
Lv. Houston, Tx (SP #8)	7:55 a.m. Sunday	Lv. Gulfport, Ms	6:45 a.m. "
Lv. Dayton, Tx	8:43 a.m. "	Lv. Mississippi City, Ms	7:00 a.m. "
Lv. Liberty, Tx	8:51 a.m. "	Lv. Edgewater Park, Ms	7:10 a.m. "
Lv. Beaumont, Tx	10:00 a.m. "	Lv. Beauvoir, Ms	7:14 a.m. "
Lv. Orange, Tx	10:37 a.m. "	Lv. Biloxi, Ms	7:30 a.m. "
Lv. Vinton, La	11:06 a.m. "	Lv. Ocean Springs, Ms	7:40 a.m. "
Lv. Sulphur, La	11:24 a.m. "	Lv. Fountainebleau, Ms	7:54 a.m. "
Lv. Lake Charles, La	11:41 a.m. "	Lv. Gautier, Ms	8:06 a.m. "
Lv. Welsh, La	12:16 p.m. "	Lv. Pascagoula, Ms	8:16 a.m. "
Lv. Jennings, La	12:33 p.m. "	Lv. Grand Bay, Al	8:52 a.m. "
Lv. Crowley, La	1:03 p.m. "	Lv. St. Elmo, Al	9:04 a.m. "
Lv. Rayne, La	1:15 p.m. "	Lv. Theodore, Al	9:17 a.m. "
Lv. Lafayette, La	1:45 p.m. "	Lv. Navco, Al	9:30 a.m. "
Lv. New Iberia, La	2:18 p.m. "	Ar. Mobile, Al	9:45 a.m. "
Lv. Jeanerette, La	2:38 p.m. "	Lv. Mobile, Al	10:10 a.m. "
Lv. Franklin, La	3:00 p.m. "	Lv. Bay Minette, Al	11:12 a.m. "
Lv. Morgan City, La	3:40 p.m. "	Lv. Atmore, Al	11:59 a.m. "
Lv. Schriever, La	4:17 p.m. "	Ar. Flomaton, Al	12:25 pm Monday
Lv. Avondale, La	5:20 p.m. "	Lv. Flomaton, Al (L&N #1)	2:25 p.m. Monday
Lv. Carrollton Avenue, La	6:20 p.m. "	Ar. Pensacola, Fl	3:30 p.m. "
Ar. New Orleans, La	6:30 p.m. Sunday	Lv. Pensacola, Fl	4:45 p.m. "
Lv. New Orleans (L&N #5)	4:05 a.m. Monday	Lv. Escambia, Fl	5:02 p.m. "
Lv. Pontchartrain Jct, La	4:10 a.m. "	Lv. Milton, Fl	5:25 p.m. "
Lv. Micheaud, La	4:34 a.m. "	Lv. Holts, Fl	5:53 p.m. "
Lv. Chef Menteur, La	4:46 a.m. "	Lv. Galliver, Fl	6:02 p.m. "
Lv. Lake Catherine, La	4:57 a.m. "	Lv. Milligan, Fl	6:10 p.m. "

Lv. Crestview, Fl	6:25 p.m. Monday	Lv. Drifton, Fl (A.C.L. #344)	1:15 p.m. Tuesday
Lv. Deer Land, Fl	6:43 p.m. "	Lv. Monticello, Fl	1:25 p.m. "
Lv. Mossy Head, Fl	7:00 p.m. "	Lv. Alma, Fl	1:40 p.m. "
Lv. DeFuniak Springs, Fl	7:25 p.m. "	Lv. Fincher, Fl	2:00 p.m. "
Lv. Argyle, Fl	7:38 p.m. "	Lv. Metcalf, Ga	2:10 p.m. "
Lv. Pounce de Leon, Fl	7:50 p.m. "	Ar. Thomasville, Ga	2:50 p.m. Tuesday
Lv. Westville, Fl	7:58 p.m. "	Lv. Thomasville (AB&C#34-4)	8:05 p.m. Tuesday
Lv. Caryville, Fl	8:03 p.m. "	Lv. Dillon, Ga	8:20 p.m. "
Lv. Bonifay, Fl	8:20 p.m. "	Lv. Merrillville, Ga	8:27 p.m. "
Lv. Chipley, Fl	8:35 p.m. "	Lv. Coolidge, Ga	8:37 p.m. "
Lv. Cottondale, Fl	9:05 p.m. "	Lv. Murphy, Ga	8:47 p.m. "
Lv. Marianna, Fl	9:25 p.m. "	Lv. Sunset, Ga	8:54 p.m. "
Lv. Grand Ridge, Fl	9:43 p.m. "	Lv. Moultrie, Ga	9:15 p.m. "
Lv. Sneada, Fl	10:03 p.m. "	Lv. Kingwood, Ga	9:22 p.m. "
Ar. River Junction, Fl	10:15 p.m. Monday	Lv. Barbers, Ga	9:28 p.m. "
Lv. River Junction, Fl (S.A.L. #38)	11:30 p.m. Monday	Lv. Norman Park, Ga	9:38 p.m. "
Lv. Mount Pleasant, Fl	11:50 p.m. "	Lv. Crosland, Ga	9:45 p.m. "
Lv. Gretna, Fl	11:57 p.m. "	Lv. Omega, Ga	9:53 p.m. "
Lv. Quincy, Fl	12:09 am Tuesday	Lv. Iniss, Ga	9:59 p.m. "
Lv. Midway, Fl	12:30 a.m. "	Lv. Kell, Ga	10:05 p.m. "
Ar. Tallahassee, Fl	1:00 a.m. "	Lv. Tifton, Ga	10:20 p.m. "
Lv. Tallahassee, Fl	1:05 a.m. "	Lv. Brighton, Ga	10:32 p.m. "
Lv. Chaires, Fl	1:28 a.m. "	Lv. Harding, Ga	10:37 p.m. "
Lv. Capitola, Fl	1:33 a.m. "	Lv. Hansen, Ga	10:43 p.m. "
Lv. Lloyd, Fl	1:43 a.m. "	Lv. Pinetta, Ga	10:51 p.m. "
Ar. Drifton, Fl	2:03 a.m. Tuesday	Ar. Mystic, Ga	10:56 pm Tuesday





### 1996 OFFICERS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - Tom Shook , 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)  
**VICE-PRESIDENT** - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470 (501-835-4057)  
**TREASURER** - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)  
**SECRETARY** - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)  
**EDITOR** - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)  
**NATIONAL NRHS DIR** -Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)  
**HISTORIAN** - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)  
**PHOTOGRAPHER** - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)  
**BOARD '96** - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)  
**BOARD '97** - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)  
**BOARD '98** - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)  
**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)

### NEXT MEETING/PROGRAM

**MEETING DATE CHANGED THIS MONTH ONLY!! MEETING/TRIP TO BE HELD SATURDAY, SEPTEMBER 7.**  
 It will be the trip to Peter Smykla's famous Paperton Junction Southern RR near Pine Bluff, about 10 a.m. to 3 p.m. We will leave the Mercantile Bank parking lot on Main Street in North Little Rock about 830 or 845 a.m. that Saturday morning. There will be a map to Peter's place on the next page.

Future programs include Ken Ziegenbein in October showing super-8 movies of various railroad subjects.

Our Annual Christmas party will be held on Saturday, December 7 at the Ramada Inn in North Little Rock at 6 p.m. We'll all go through the buffet.

**1997 SHOW AND SALE** of the Arkansas Railroad Club will be held in conjunction with the NMRA Regional Meeting on June 21, 1997. The NMRA's convention begins on June 19 and lasts through the 21st. Location will be the Robinson Convention Center in Little Rock. Model railroad clinics, auctions, shows, displays will be there. Our Railroadiana Show & Sale will be on the 21st, so we should have a LOT of people through the doors in 1997. FOR information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901. Dealers should make a special effort to be there, since the NMRA usually brings in many conventioners who buy things.

**LAST AMTRAK TRIP** - If anybody wants to ride the *Texas Eagle* on its last southbound trip to Texarkana on August 9, we'll get a group together and charter a bus back. Call John Hodkin, 945-2128, if interested.

**REGULAR STEAM EXCURSIONS** - Here are a few of steam and other rail excursions you can partake of in the Arkansas area, taken from the new paperback book "31st Annual Steam Passenger Service Directory" from the publishers of TRAINS Magazine and bought by the Arkansas Railroad Club for this specific use. I'll list more in future issues of the "Railroader."

**ARKANSAS:** Eureka Springs & North Arkansas Railway, PO Box 310, 299 North Main St, Eureka Springs AR 72632, 501-253-9623. Runs on part of the original M&NA right of way 4 miles round trip out of Eureka Springs. Daily except Sunday on the hour through October 31. Lunch and dinner trains offered. Steam and diesel, standard gauge.

Fort Smith Trolley Museum, 2121 Wolfe Ln, Fort Smith AR 72901, 501-783-0205, 501-783-1237, email: bmartin@fs.cei.net, WWW site: <http://www.fs.cei.net/trolley/>. Exhibits original streetcars from Fort Smith and Hot Springs. Excursions on a streetcar run over a 1-mile round trip. Operates through October.

Reader Railroad, PO Box 507, Hot Springs AR 71902, 501-624-6881. Located off state route 24 between

Camden and Prescott in southwest Arkansas. (The book says it operates and gives prices, but I don't think its in operation anymore except on paper. Does anybody know?)

Arkansas & Missouri Railroad, 306 Emma St, Springdale AR 72764, 800-687-8600. Through November, offers either 134-mile or 70-mile trips over former Frisco tracks through the Winslow tunnel and high trestles. Breakfast and snacks available on some runs. This road is known for its Alco's.

These were the only trains listed in Arkansas, but I know the White River Railway operates through December. Write to the White River Railway, L.C. PO Box 1093, Flippin AR 72634, 800-305-6527. This runs over former Missouri Pacific tracks called the White River Line through the Ozarks.

**OTHER STATES** surrounding Arkansas will be in the October issue. These are regularly scheduled trips. See "Excursions/Shows/Events of Other Clubs" for one-time and other scheduled trips around the country.

**REQUEST FOR NEWS** - Thanks to all of you who have been sending news in to me. I need MORE of you to send me railroad news from your city or town, especially if you live in Arkansas. Mainly, I need news from your LOCAL PAPER. That is the only way we can get it. That news will then be put in the *Arkansas Railroader*, where it will be preserved FOR future rail historians. As you know, the *Railroader* is sent to several libraries, both in and out of Arkansas, and some, like the Arkansas History Commission, microfilm them. Thanks in advance. You WILL be credited for sending the news.

**BIRTHDAYS/ANNIVERSARIES WANTED** - It was suggested that we print a list of members' birthdays and/or anniversaries each month. If you'd like to be a part of this list, send in your birth date and wedding anniversary date. We will also put your name and birthday in the 1998 calendar on its' day.

**HELP NEEDED TO PRESERVE TOWER 19** - The Age of Steam Museum, PO Box 153259, Dallas TX 75315-3259 is asking NRHS chapters and other rail groups to send donations to help preserve Santa Fe Tower 19 in Dallas. All contributions of \$100 or more will be written on a special plaque mounted on the tower. Call 214-428-0101 for more details.

### BERDENE MULLEN

BORN 1918 - DIED JULY 30, 1996

Berdene "Moon" Mullen was a 40-year veteran of Arkansas railroading who began working for Missouri Pacific in 1940 and retired in 1980. Berdene was an active member of the Arkansas Railroad Club and loved collecting things.

**CALENDARS FOR 1997** - 1997 Arkansas Railroad Club calendars are available for \$7.00 each, 2-9 are \$6.50 each and 10 or more are only \$6.00 each. Send check to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**NEW MEMBERSHIP FORM** - You will notice on the back page that we have a new membership/activity form. This can be used to renew, join, change your address, or give information about your railroading preferences. Since it's been a long time since we had a survey of member's interests, please fill out the form and check the appropriate boxes then send it back to us. You could copy the back sheet and give to prospective members.

### 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** - MoPac toilet locks, M.P. tall globe lanterns with embossed logo. MoPac

silver & china especially Sunshine Special Service plate. Contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-888-5655.

**WANTED** - Cotton Belt tall globe lantern with embossed logo. StL S W silver, china or other items. Contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-888-5655.

**FOR SALE** - DARDANELLE & RUSSELLVILLE RAILROAD, 536 pages, 8 1/2" x 11", hard cover, photos, maps, etc. \$47.00 postage paid. Send orders to Clifton E. Hull, 3507 East Washington #31, North Little Rock AR 72114.

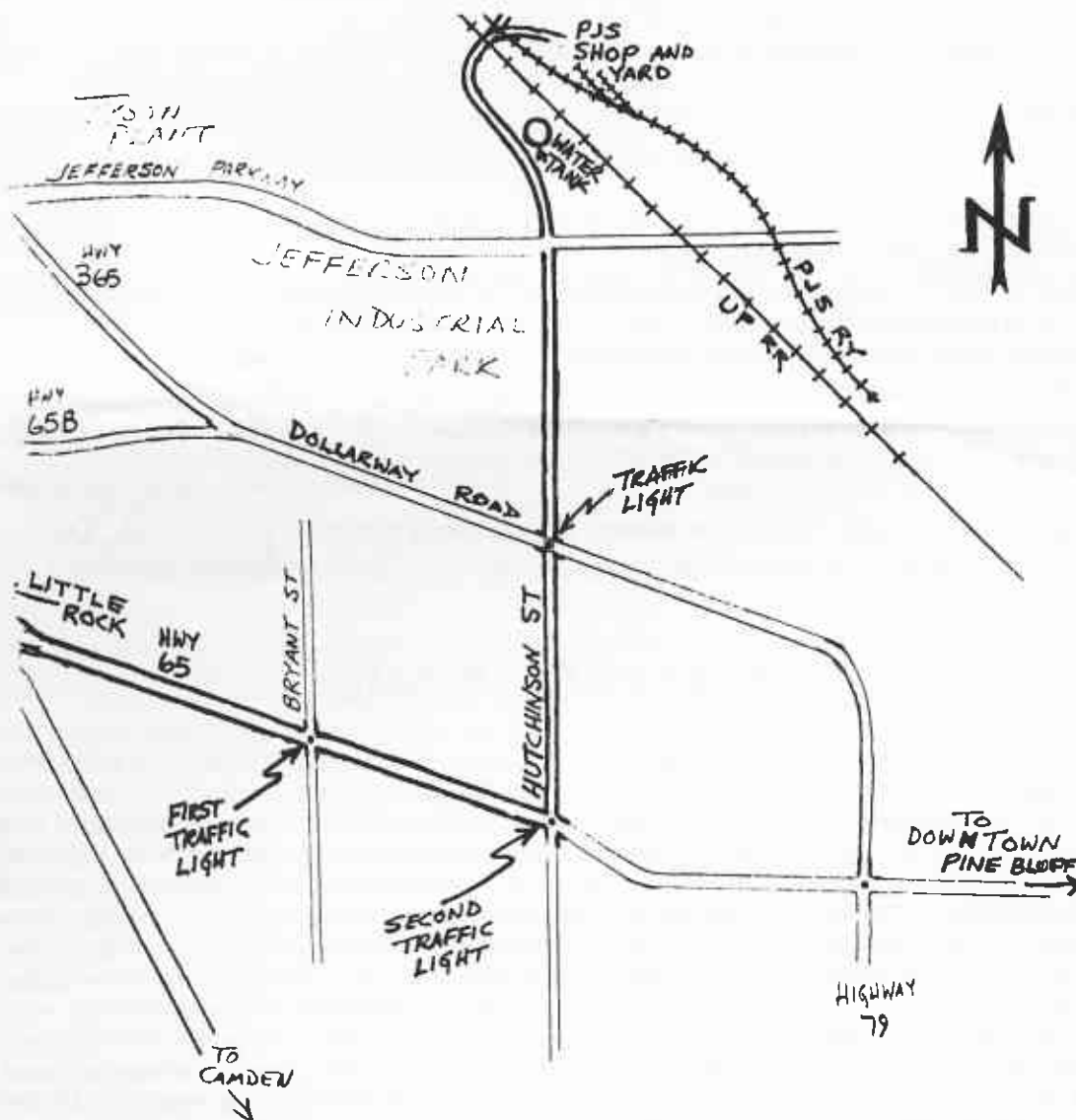
**FOR TRADE** - Passes, tickets, old

photographs of KCS, Frisco, etc and wax sealers for trade. Contact P. L. Moseley, 6621 Springlake Circle, Shreveport LA 71107-8778 or call 318-929-2433 for copy of current list.

**FOR SALE** - Record of Locomotives Nos. 1 to 605 owned by St. Louis Southwestern Railway Lines and Predecessor Companies from date organized and disposition thereof, researched by Gene Hull, \$5.00 per copy. Contact Gene Hull, 3507 East Washington, #831, North Little Rock AR 72114.

**FOR SALE** - "Southern Railway: from Stevenson to Memphis" by Jack Daniels of the Memphis Chapter, NRHS. Covers 1830 to 1984, with 360 pages and 420 B&W photos. Cost is \$24.95 plus \$3.50 postage. Jack Daniels, 3467 Alfred Drive, Memphis TN 38133, 901-386-3604.

**FOR SALE** - Jim Leuders of the Houston Gulf Coast Chapter has several years worth of Cotton Belt Annual Reports he's selling for \$75. If interested, call John Hodkin, 501-945-2128.



**INSTRUCTIONS TO PETER SMYKLA'S PAPERTON JUNCTION SOUTHERN:** Take Highway 65 from Little Rock to Pine Bluff. Second traffic light is Hutchinson Street. Turn left and follow Hutchinson north through the Jefferson Industrial Park, past water tower and across the UP track. Turn right 100 feet past UP track as you cross Paperton Junction Southern track, shop and yard on right.

## RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

- WEST VIRGINIA - CSX** - To abandon 4.8 miles of line from m.p. CAX-0.0 at Mill Creek Jct to m.p. CAX-4.8 at Garden Ground, in Fayette and Raleigh Counties West Virginia. Effective August 16, 1996. (FR July 17, 1996)
- ALABAMA - CSX** - To abandon 0.9 miles of line between m.p. ANJ-968.3 and m.p. ANJ-967.4 in Parkwood, Alabama. Effective August 18, 1996. (FR July 19, 1996)
- NEW YORK - CONRAIL** - To abandon 5.10 miles of line known as the Walden Running Track between m.p. 414.00 and m.p. 418.50 and portion of the JD Industrial Track between m.p. 0.00 and m.p. 0.60 in Erie County New York. Effective August 22, 1996. (FR July 23, 1996)
- NEW JERSEY - CONRAIL** - To abandon .90 miles of line between m.p. 0.00 and m.p. 0.90 in Hudson County, New Jersey. Effective date postponed due to offer of financial assistance to purchase a portion of this line.
- GEORGIA - GEORGIA SOUTHWESTERN DIVISION, SOUTH CAROLINA CENTRAL RAILROAD** - To abandon 40 miles of line between m.p. 713 at Preston and m.p. 753 at Omaha, Georgia. Effective August 24, 1996. (FR July 25, 1996)
- PENNSYLVANIA - CONRAIL** - To abandon 3.2 miles of line in Lebanon County, Pennsylvania, subject to trail use. Effective August 24, 1996. (FR July 25, 1996)
- IDAHO - UNION PACIFIC** - To abandon 0.50 miles of line known as the New Meadows Branch from m.p. 0.50 to the end of the line at m.p. 1.00 near Weiser, Idaho. Effective August 28, 1996. (FR July 29, 1996)
- NEW HAMPSHIRE - NEW HAMPSHIRE AND VERMONT RAILROAD** - To abandon 1.1 miles of line from m.p. 154.6 to m.p. 155.7 in Berlin Coos County, New Hampshire. Effective September 3, 1996. (FR August 2, 1996)
- NEW HAMPSHIRE - NEW HAMPSHIRE AND VERMONT RAILROAD** - To abandon 38.2 miles of line between m.p. 149.r and m.p. 130.5 and between m.p. 113.0 in Littleton and m.p. 93.7 in Woodsville, New Hampshire. Effective September 4, 1996. (FR August 5, 1996)
- OHIO/PENNSYLVANIA - PL&W** - To abandon its entire line of railroad between m.p. 0.0 at Negly, Ohio and the end of the Smith's Ferry Branch at Smith's Ferry, Pennsylvania, a distance of 9.0 miles. Effective September 4, 1996. (FR August 5, 1996)

## ARKANSAS RAIL NEWS

### "TEXAS EAGLE" ELIMINATED!

Amtrak announced officially August 8 that the "Texas Eagle" Superliner passenger train that goes from Chicago to San Antonio would be eliminated November 10. Other trains eliminated are the *Pioneer*, *Desert Wind* and parts of the *Lake Shore Limited*. At the same time, some routes would gain daily service, all, in fact, except the *Sunset Limited*. New York to Florida will gain a third train. Forty-two cities will lose all Amtrak service, including the large cities of Dallas and Fort Worth and Austin. (A complete list of cities losing service is located in the "Amtrak News" section)

The *Eagle's* Superliner equipment will be

used to make the *City of New Orleans* and *Empire Builder* daily. Amtrak said this was a route that couldn't be maintained any longer compared with other routes. Amtrak took out a half-page ad August 11 apologizing for leaving this area, the first advertising of any kind I've seen from Amtrak since the late 1970s (see my comment below).

The actual last southbound *Eagle* #21 will be on Saturday, November 9, currently scheduled to leave at 8:08 a.m. The last northbound, #22, the last train, will leave Sunday night, November 10 at 11:02 p.m.

Other changes are noted under "Amtrak News."

Now for my comments: I was appalled at

that half-page, goody-two-shoes ad Amtrak ran August 11 in the *Arkansas Democrat-Gazette* apologizing for leaving. Who do they think they're kidding? Had they placed such large ads in the past advertising the *Eagle* and kept the train daily, ridership would have risen substantially. I have never seen an Amtrak ad in this area since the late 70s. It's no wonder the *Eagle* was a marginal train - the general public knew nothing about it! I've seen advertising for Amtrak every time I've been in Washington, DC for its Florida trains. Why advertise there and not here? Why not even try it? Do I sense a bit of east coast snobbery and discrimination against this "backward" part of the country? I certainly

do! They did the same thing to Oklahoma when they eliminated the *Texas Chief* and to Alabama when they stopped the *Floridian* 10 or more years ago.

I have nothing against eliminating a train that has proven it can't attract passengers AFTER it has been advertised and marketed correctly (we could advertise that service easily ourselves). Let's write our congressmen and senators and Amtrak urging Amtrak to rethink its decision to eliminate this train and to advertise it accordingly if it stays on! (Addresses of congressmen-women under the "Amtrak News" column). (Previous was my opinion only and does not necessarily express the opinion of the *Arkansas Railroad Club* or its other members. P.S., I'm hacked off).

Thanks to various sources for this information, including Bill Pollard and Randy Tardy, who wrote the story which appeared

on the front page of the August 8 *Arkansas Democrat-Gazette*.

*Amtrak costs the taxpayer about \$29 per passenger, while airline travelers cost the taxpayer about \$42 per passenger, counting all the controllers and building and maintaining of the airports.* (The Sunday Oklahoman, April 28, 1996 by E. L. Bethany via the Dispatcher, August 1996)

#### CROSSING ACCIDENTS

(Rogers) - Three crossing accidents in one month occurred in Rogers, the last one occurring August 1. All involved Arkansas & Missouri freights, the one in August 1 doing \$250,000 in damages to six locomotives which derailed as the train hit the rear of a tractor-trailer. The other two accidents involved a car running into the side of the train July 29 and a pickup truck ran into the

front of a train on July 3. No injuries occurred. (Ed. note...I assume some would call this a train "accident." My view is that they are usually the result of drivers failing to yield to trains. Would you blame the driver of a semi if someone ran a stop sign and was hit by the truck? If a car speeds and runs off the road and hits a tree, would you blame the tree?) (The Morning News, Springdale, August 2, 1996 by Flip Putthoff, via Robert Oswald)

#### RUSSELLVILLE DEPOT

(Russellville) - The Missouri Pacific depot in Russellville, built in 1910 and listed on the National Register of Historic Places, may be acquired by the city of Russellville and turned into a center for civic activity. It's in good shape. (The Courier, Russellville, July 11, 1996 via George D. Jones)

## GENERAL RAIL NEWS

#### MARLBORO TRAIN

Apparently, the passenger cars being built for the advertised Marlboro Train, which is supposed to run this fall, are not passing inspections because of major problems like defective welds. Only half the cars ordered are over half finished. The car types are hi-level (20) and the engines are new F59PHI's. (Via Newsgroups on the Internet - can be considered rumor)

#### UP 844 BACK!

The 4-year rebuilding of Union Pacific's #844 is complete and the engine was being test run in late June and early July. It was painted in its original solid black paint, which is cheaper and easier to keep clean. Meanwhile, the 3985 made its last run on July 20th out of Denver and will be refurbished to return to service in 1999. On the 844's test run June 27th, it pulled an auxiliary water car,

tool car *Art Lockman*, snowplow diner-bunk car, snowplow tool car, 2 snowplow water tanks, 2 snowplow tool cars, and caboose 24567. These were being hauled for weight purposes, of course.

#### UP/SP MERGER

The written report on the approved Union Pacific/Southern Pacific merger was issued August 12. Among some of the conditions: BNSF should be able to serve any new facility on any line it has trackage rights on; may require that BNSF submit on October 1, 1996 and quarterly thereafter a progress report to prove that it uses the trackage rights. Failure for BNSF to utilize trackage rights on lines could mean loss of the rights to a third railroad or selling of the line; granted trackage rights to the Tex-Mex Railroad over the UP/SP from Robstown and Corpus Christi to Houston, Texas. The merger becomes effective September 11. (UP INFO Magazine

and Arkansas Democrat-Gazette by Randy Tardy)

#### KCS SPECIAL

(New Orleans) - According to Clark E. Johnson, PO Box 50116, Minneapolis MN 55405, the KCS will run a special train between New Orleans and Dallas October 30 and 31 on the ex-L&A to Farmersville then ex-ATSF to haul AAPRCO (private rail cars) to Dallas for the Mexican Fiesta trip leaving Fort Worth November 2. They will probably overnight in Shreveport.

#### NEW MERGER RUMORS

The Wall Street Journal, among others, says that a next possible merger could be BNSF and Norfolk Southern, creating the first transcontinental railroad. In the meantime, NS could renew its efforts to seize Conrail. (Cinders, August 1996)

## AMTRAK NEWS

### ROUTES ELIMINATED

On August 8, Amtrak announced it was eliminating several long-distance routes November 10 while adding a third Florida train and making all trains except the *Sunset Limited* daily. Arkansas's *Texas Eagle* was on the hit list. Amtrak would have enough money to keep this train running, but decided not to anyway in favor of other route improvements.

The Republican Senator from Texas, Kay Bailey Hutchison, as well as Texas Governor George W. Bush, have urged Amtrak to reconsider. In fact, Senator Hutchison has scheduled Senate hearings on these cutbacks in September, inviting all senators in states affected by the cutbacks to attend (are you listening Senator Bumpers?). Their main concern was that cities along the route have spent millions of dollars refurbishing Amtrak stations, including the Newport station in Arkansas, and cities have worked hard to keep this service. Travel agencies also sell

thousands of Amtrak tickets each month.

After these cuts are made, daily service will be restored on all routes except the *Sunset Limited* (Amtrak said it made a big mistake cutting these back to tri-weekly last year) and a third New York to Florida train will be started, the *Silver Palm*. The *Sunset* will be terminated at Sanford, Florida, instead of going all the way to Miami. Consists of the *City of New Orleans* and *Empire Builder* will be paired, that is the *same* cars will stay on the train all the way from Seattle to New Orleans and the reverse direction. The same is true of the *Capitol Limited* and *Southwest Chief*.

Amtrak will retire all Santa Fe hi-levels, using Superliner equipment from the *Eagle* and other discontinued trains to fill in the gaps.

Forty-two cities would lose all Amtrak service November 10, including the following:

**TEXAS EAGLE:** Poplar Bluff, MO - Walnut Ridge, AR - Newport, AR - Little Rock, AR - Malvern, AR - Arkadelphia, AR - Texarkana, AR - Marshall, TX - Longview, TX - Dallas, TX - Fort Worth, TX - Cleburne, TX - McGregor, TX - Temple, TX - Taylor, TX - Austin, TX - San Marcos, TX.

**PIONEER:** Greeley, CO - West Cheyenne, WY - Laramie, WY - Rawlins, WY - Rock Springs, WY - Green River, WY - Evanston, WY - Pocatello, ID - Shoshone, ID - Boise, ID - Ontario, ID - Baker City, OR - La Grande, OR - Pendleton, OR - The Dalles, OR - Hood River, OR.

**DESERT WIND:** Milford, UT - Caliente, NV - Las Vegas, NV.

**LAKE SHORE LIMITED:** Pittsfield, MA - Springfield, MA - Worcester, MA - Framingham, MA.

**SILVER STAR:** Lakeland, FL - Tampa, FL.

### CONGRESSIONAL ADDRESSES (mainly Arkansas's delegation):

**SENATOR DALE BUMPERS**, 229 Dirksen Senate Office Bldg, Washington DC 20510  
202-224-4843, fax 202-224-6435, email: senator@bumpers.senate.gov

**SENATOR DAVID PRYOR**, 267 Russell Senate Office Bldg, Washington DC 20510  
202-224-2353, fax 202-228-3973

**CONGRESSWOMAN BLANCHE LAMBERT LINCOLN**, 1204 Longworth House Office Bldg, Washington DC 20515; 202-225-4076, fax 202-225-4654

**CONGRESSMAN RAY THORNTON**, 1214 Longworth House Office Bldg, Washington DC 20515  
202-225-2506, fax 202-225-9273

**CONGRESSMAN TIM HUTCHINSON**, 1005 Longworth House Office Bldg, Washington DC 20515  
202-225-4301, fax 202-225-1163, email: timhutch@hr.house.gov

**CONGRESSMAN JAY DICKEY**, 230 Cannon Bldg, Washington DC 20515  
202-225-3772, fax 202-225-1314, email: jdickey@hr.house.gov

**GOVERNOR MIKE HUCKABEE**, State Capitol #250, Little Rock AR 72201  
501-682-2345, fax 501-682-1382

**TEXAS SENATOR KAY BAILEY HUTCHISON**, 283 Russell Senate Office Bldg, Washington DC 20510  
202-224-5922, fax 202-224-0776, email: senator@hutchison.senate.gov

**ARKANSAS RAILROADER**

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**SACRAMENTO, CALIFORNIA** - September 21-22 - Steam run between West Sacramento and Clarksburg on the Yolo Short Line using SP steam engine #1233 and between Woodland and Lovdal - various activities planned - cost is \$196 single/\$174 double - contact Richard Mitchell, 438 Ave Del Oro Box 112, El Granada CA 94018-0112 or call 415-726-2626 - make checks out to the Northern California Railroad Club.

**WILLIAMS, ARIZONA** - October 4-5-6 - The Grand Canyon Chapter is having a "Return of the ex-CB&Q 4960" weekend, with a banquet and excursion to the Grand Canyon behind CB&Q 4960 - prices for the trip are \$100 first class or \$50 coach with extra required for the banquet and box lunch and guided tour of the Williams Locomotive Shop - contact the Grand Canyon Chapter NRHS, PO Box 391, Williams AZ 86046.

**CHATTANOOGA, TENNESSEE** - October 5, 1996 - a special steam doubleheader roundtrip from Chattanooga and LaFayette, Georgia over the Chattooga & Chickamauga's ex-Central of Georgia line, 72 miles - four runbys scheduled - departs 8:30 a.m., returns 5:45 p.m. - barbecue dinner after return plus it includes lunch aboard the train in a dining car - tickets are \$54, extra for the barbecue and a special twilight train with night photo session later that night - Tennessee Valley Railroad Museum, 4119 Cromwell Rd, Chattanooga TN 37421-2119, 423-894-8029.

**STRASBURG, PENNSYLVANIA** - October 11-13, 1996 - Symposium celebrating the 150th anniversary of the Pennsylvania Railroad's charter in 1846 - If you'd like to submit a paper on the history of the PRR, submit a 500-word abstract and one-page CV by April 1, 1996 to R. L. Emerson, Director Railroad Museum of Pennsylvania, Box 15, Strasburg PA 17579 - For more information on the Symposium itself, call 717-687-8628.

**ST. LOUIS, MISSOURI** - October 19,20, 1996 - "Land of Lincoln" roundtrip excursions using UP's E-units and passenger equipment from St. Louis-Springfield, Illinois-South Pekin-Springfield-St. Louis - many options for riding - contact St. Louis Chapter, NRHS, 11221 Manchester Rd, Suite 321, St. Louis MO 63122.

**LITTLE ROCK, ARKANSAS** - October 26, 27, 1996 - Union Pacific roundtrips out of Little Rock both days, using the E's and steam engine 844 - also one-way trips to Branson October 29 and Branson to Kansas City November 1 and one-way St. Louis to Poplar Bluff October 24 and Poplar Bluff to Little Rock October 25 - sponsored by Pacific Limited with Arkansas Railroad Club getting 10% of these sales - contact Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**ST. CHARLES, MISSOURI** - January 18, 1997 - Trainfair '97, a Show and Swap Meet located at the Saint Charles Exhibition

Center, I-70 and 5th Street, Saint Charles, Missouri - to reserve tables or for more information, write to Chris Lewis, #23 Whinhill Ct, Saint Charles MO 63304, 314-298-8300, ext 59 (daytime).

**PINE BLUFF, ARKANSAS** - April 5, 1997 - Second Annual Railroadiana and Model Train Meet in the Arkansas Railroad Museum in Pine Bluff. The 819 will be steamed up. For more information, call Robert Worlow, 21515 No. Mill Rd, Little Rock AR 72206, 501-888-5655.

**FLIPPIN, ARKANSAS** - Frequent trips most of year, including dinner trains - White River Railway excursions - leaves Flippin 8:30 a.m. and 1:30 p.m. and Calico Rock 10:50 a.m. on roundtrips - runs on the scenic White River line of the Missouri & Northern Arkansas (ne. Missouri Pacific) - prices are \$22 adults, \$14 child, \$20 senior - call 800-305-6527 for reservations, or write White River Railway, L.C., PO Box 1093, Flippin AR 72634.

**CHATTANOOGA, TENNESSEE** - Weekends much of year - sixteen trips scheduled by the Tennessee Valley Railroad, many into northwest Georgia on the Chattooga (not a misspelling) & Chickamauga Railway shortline - uses steam engines 610 and 4501 as well as diesel 1829 - these *Dixie land Specials* will be daylong, roundtrips and includes lunches - call 423-894-8028 or write TVRM, 4119 Cromwell Rd, Chattanooga TN 37421. ~~423-894-8028~~

"..if I were the dictator of the world, no 18-wheeler would be permitted on the highways for a trip of more than 500 miles. Any trailer headed for a destination more than 500 miles away would travel by train to the nearest railhead... The last figures I saw showed that if taxes were to be assessed on a basis of a ton of vehicle moved over a mile of road, taxes on a passenger car are much higher (than on trucks)... (as a trucker wrote), a truck will pay more highway taxes in a year than I will in a lifetime, but there's a down side to that good news. A 80,000 pound 18-wheeler will tear up more highway in a *day* than I will in that same lifetime." (*John R. Starr, in his Arkansas Democrat-Gazette column December 10, 1995*)

# ARKANSAS RAILROAD CLUB MEMBERSHIP ACTIVITY FORM

Membership renewal  New Member  Change of Address  Information update  
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



**Arkansas Railroad Club**  
**PO Box 9151**  
**North Little Rock AR 72119**  
501-758-1340 (phone/fax)  
E-mail: ken.z.rw@ix.netcom.com

Please fill out the following questions after checking the appropriate box above.



Date: \_\_\_\_\_



Name: (last) \_\_\_\_\_ (first) \_\_\_\_\_ (init) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ E-mail address: \_\_\_\_\_

Please check the appropriate boxes below:

Interests: Early Steam Era:  Late Steam Era:  Train chasing:   
Early Diesel Era:  Contemporary:  Excursions:   
History:  Models:  Photography:  Artifacts:   
Railroad of interest: Missouri Pacific:  Cotton Belt:  Southern Pacific:   
Frisco:  Katy:  M&NA:  Union Pacific:  Burlington-Northern:   
 Shortline (specify) \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

Other comments: \_\_\_\_\_

## Membership dues information:

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.