



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



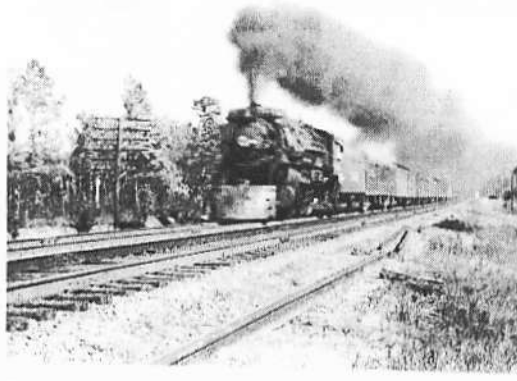
VOLUME 29 NUMBER 9 SEPTEMBER 1998



Rock Island's *Quad City Rocket* at Joliet, Illinois, June 29, 1971. (Larry Thomas photo)



Arkansas Railroad Club
 Little Rock Chapter - NRHS
 PO Box 9151
 North Little Rock AR 72119



ARKANSAS RAILROAD CALENDAR 1999

The Arkansas Railroad Club's 1999 calendar consists of 14 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month, plus a front and back photo.

Railroads included are: Ashley, Drew & Northern, Southern Pacific, Missouri Pacific, Kansas City Southern, Arkansas Midland, Louisiana & Northwest, BNSF, Rock Island, Warren & Saline River, Union Pacific, Amtrak, and the Arkansas & Missouri. Plus, there's a railroad map of Arkansas in the back of the calendar.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage. **LAST YEAR'S CALENDAR SOLD OUT!**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
November 1999						
	1	2 <small>Thanksgiving Day</small>	3 <small>Wednesday</small>	4	5	6
7	8	9	10	11 <small>Veteran's Day</small>	12	13
14	15	16	17	18	19	20
21	22	23 <small>O</small>	24	25 <small>Thanksgiving</small>	26	27
28	29	30				

Make checks payable to: Arkansas Railroad Club

MAIL TO: Arkansas Railroad Club
 PO Box 9151
 North Little Rock AR 72119

NAME _____

Please send me:

ADDRESS _____

1 Calendar @ \$7.00 each

CITY _____ STATE _____ ZIP _____

___ Calendars (2-9) @ \$6.50 each ...

___ Calendars (10 or more) @ \$6.00 each ...
 (Calendars are Postage Paid)

TOTAL ENCLOSED

THE GOOSE GALLOPS AGAIN

(The story of rebuilding and operating the Rio Grande Southern Galloping Goose No. 5, which sat in the city park at Dolores, Colorado since 1953)

by: Gene Hull

THE RIO GRADE SOUTHERN

The Rio Grande Southern was considered by many as the epitome of Colorado mountain narrow gauge railroading. It was built by Otto Mears, the "Pathfinder of the San Juans," to tap the fabulously rich ore discoveries around Rico, Telluride, Placerville and Ophir.

The road was incorporated 5 November 1889 to build from Ridgway 162 miles south to Durango, where it would connect with the Denver & Rio Grande, as it had done at Ridgway. In spite of the majestic mountain range, through which rails were laid, there were only eight miles of 4.0 percent grade to conquer Dallas Divide. There were more than 140 trestles to carry rails along eroded mountainsides and across rushing streams.

The first through train from Durango to Ridgway ran 2 January 1892.

When dependable transportation arrived, there was a surge in mining activity (especially silver ore) along the RGS. New arrivals swelled the population of the towns and mining camps. Ridgway and Durango were expanding. Daily passenger trains with Pullman cars soon were running.

The Sherman Silver Purchase Act of 1890 was the prelude to catastrophe for the RGS. The Congressional Act called for the U. S. Government to purchase 4.5 million ounces of silver bullion each month at the prevailing

market price. That amount was equal to the monthly production of silver ore in the U.S., a large portion of which was mined along the Rio Grande Southern.

Among wealthy eastern financiers a fear was growing. The inflation of silver might cause the country to abandon the gold standard. Many businesses began to fail and the great "Silver Panic" was in full bloom. The price of silver began to plummet. In the San Juan region hundreds of mines were closed. Miners were leaving, followed by local merchants. One-way tickets were selling briskly.

The financial depression of 1929 certainly did not improve the situation. The RGS was in receivership under Victor A. Miller. In a desperate effort to improve revenues, the GALLOPING GOOSE was created.

THE GALLOPING GOOSE

Internal combustion motive power was introduced. A single vehicle with a crew of one person would replace the ordinary steam powered passenger train. Converting regular automobiles to rail use was a rather common practice, and in 1931 the RGS superintendent and chief mechanic converted a six-cylinder Buick touring car into an open motor car. It was 20 feet long and weighed 5,300 pounds. It was very successful at hauling heavy material.

Galloping Goose No. 1 was hatched.

In August 1931 another Buick was converted into a Goose with a mail-express compartment. There was room for four passengers, plus a few in the express area, or on top if the weather was suitable. It was the first real "Gallopig Goose." This 10,300-pound monster literally drank gasoline.

There was a total of seven such vehicles, three being Buicks and four were Pierce Arrows. Passenger capacity increased and steam powered trains were being eliminated. The last goose was built in October 1936. The final passenger train was run when Goose No. 5 was built in 1933.

Fires and floods greatly reduced RGS revenues. A surcharge of \$20 per car in 1945 sent coal and livestock shipments to trucks. The Goose fleet was subject to increasing numbers of accidents. Interrupted mail service caused cancellation of the mail contract in April 1950.

Another source of revenue appeared in 1950 - tourists and railfans. Geese numbered 3, 4, 5 & 7 were converted for passenger service. Bus seats and benches were added. The acrid odor of coal smoke was replaced by gasoline fumes, burning brake shoes and boiling radiators.

Passengers could not keep the Rio Grande Southern goose fleet waddling along. An application for abandonment was granted in April 1952.

The GALLOPING GOOSE era was over - at least temporarily.

The goose flock was dispersed. No. 4 went to the town of Telluride for static display and No. 5 was placed in the city park at Dolores, Colorado. These were the only ones preserved in the area in which they operated.

THE GOOSE REVIVAL

In the summer of 1988 "serious rumors" began floating around. Goose No. 5 might fly again. The Gallopig Goose Historical Society had been formed and its first annual banquet was held at the Dolores Community Center on Friday, 6 May 1988. The principal goal was to restore and operate the Goose.

Individual donations and various grants were solicited. The first serious one was for a \$25,000 grant from U.S. West Communications through the Colorado Initiatives Program to construct a building to house the Goose during restoration, as well as space for a museum.

The structure was to be a replica of the original RGS maintenance building (barn) at Dolores. There was concern that it would not be compatible with surrounding businesses. The decision was made to erect a replica of the original depot very near its actual location. Colorado Highway No. 145 now occupies the path of the RGS rails and the depot would be located a few yards west of the previous location. A site 90' x 120' in Dolores Town Park was donated. Author-architect Dick Dorman prepared the plans.

Construction began in July 1990, with the interior finished in beautiful soft-white wood from local aspen trees. This structure would be an added bonus to the Goose project. After its completion in the spring of 1993, serious attention could be directed toward the Goose. In March 1994 it was designated as an item on the Colorado State Register of Historic Properties.

It was the author's good fortune to be in Dolores on "moving day" - 24 September 1994. A short section of track was constructed in front of the new depot by "gandy dancers" Jim Odom of California, Earl Babbs of Grand Junction, Colorado,

John Randall of Phoenix, Arizona, Tom Slaback of Prescott, Arizona and local residents Will Wagner, Bob Gotthelf and Lew Matis.

When the magic moment arrived, Pat Burns, a local fellow, moved up beside the passenger section of the Goose with a huge fork lift. This section had been disconnected from the motor section. As carefully as a mother lifting her baby from its crib, Pat

raised the busbody and slowly moved it to a cribbing support of crossties beside the section of track. Once the load was deposited, the motor section was brought up and placed on the rails headed south. With a bit of coaxing the two sections were joined and the Goose looked like it had paused briefly at the Dolores depot on its way to Durango!



Pat Burns lifted the passenger section of the Goose, handling it as gently as a mother taking her baby from its crib. The Goose was to be rebuilt to run again. (24 Sept 1994, Dolores, Colorado, photo by Gene Hull)



The Goose seemed almost ready to fly when Pat Burn's forklift picked it up at Dolores, Colorado city park to move it to a section of track in front of the replica of the Rio Grande Southern depot (background) for rebuilding; Sept 24, 1994. (Gene Hull photo)

My wife and I were fortunate to be a part of this historic event.

REBIRTH OF THE GOOSE

Restoration work began in the spring of 1997. Most of the work was performed by a group of volunteers, actually seven persons - Wayne Brown (president of Galloping Goose Historical Society), Terry and Steve Holley (retired military), Jim Granflaten, Richard Byrd (retired businessman from Little Rock, Arkansas living in Durango, Colorado), John Molder and Lew Matis.

As a preliminary move, John Moulder climbed into the driver's seat while the others waited anxiously. After 46 years of silence, the engine sputtered and came alive. As the teammates cheered, some tears flowed. The work began.

The metal "skin" of the Goose was peeled

off. It had accumulated quite a few dents from meeting foreign objects, such as boulders on the track. These rough places were generally ironed out with careful hammering.

The wood frames of sides and roof were replaced with locally grown pine milled free of charge by a local lumber company. With the old Goose stripped naked it was steam cleaned. Worn axles were built up then cut to the correct size. A machine shop donated many hours spent making new brass wheel bearings. The engine was removed and rebuilt at a shop in Cortez, Colorado, about 10 miles south of Dolores. A 55-gallon drum of journal oil was donated. The Durango & Silverton Narrow Gauge Railroad donated much needed packing. The pilot was rebuilt by Denis Neely of Dolores.



The GMC six cylinder gasoline engine in the Goose was rebuilt at Cortez, Colorado, about 10 miles south of Dolores. (*Gene Hull photo*)

The pieces all were reassembled, a new coat of aluminum paint was applied, and the Goose logo was added.

Voila! The Goose was reborn!

Unfortunately, Will Wagner did not live to see this momentous occasion. He passed away in March 1998.

THE GOOSE GALLOPS AGAIN

In the spring of 1998, when the Goose was ready to waddle, an invitation came from the narrow gauge Cumbres & Toltec Scenic Railway at Chama, New Mexico.

Bring the Goose and come on down!

This would be a joint effort of the Galloping Goose Historical Society, the C&TS and the Colorado Rotary Club. Earl Knoob, superintendent of the C&TS, had come to Dolores and advised the restoration crew on mechanical aspects as they apply to railroad operations. He and Wayne Brown, president of the GGHS, were to be co-engineers (drivers).

Early on the morning of 29 May 1998, my wife and I arrived at the depot at Dolores. A large low-boy truck was sitting on the parking area to haul the Goose to Chama.

Several of the GGHS crew arrived and a pit was excavated in front of the Goose. The low-boy trailer was backed into the pit. Rails were laid on the trailer and the Goose was carefully loaded and securely anchored.

My wife and I headed for Chama, about 100 miles southeast.

The Goose was taken to Durango, then south to Farmington, New Mexico. It was "flying" into strange territory. Along U.S. Highway 64, at the east edge of the Jicarilla (he-kah-REE-yah) Indian Reservation (Apache) is the attractive town of Dulce (dool-SEE), a station on the ex-D&RGW (abandoned in 1968). Here, the Goose was in the domain of the famous narrow gauge passenger train SAN JUAN, a beautiful five-

car train with a first class parlor-dinette. It was discontinued 31 January 1951.

The Goose continued along the right-of-way, passing Lumberton, Amargo and Monero. Ten miles west of Chama she "flew" across the Continental Divide and would never have known it, except for a sign noting the name and an elevation of 7,733 feet, 127 lower than Chama at 7,860 feet.

At 3:05 p.m. the Goose reached Chama. Crossing the C&TS wye track at the south side of town, the truck turned to the left and followed a straight stretch of track 600'-700' to track's end. The embankment placed the rails at just the right height for the Goose to back onto from the low-boy.



At 3:05 p.m., 29 May 1998, the Goose arrived at end-of-track of C&TS at Chama, New Mexico. The bulkhead of crossties (right) is where the Denver & Rio Grande Western began pulling up rails Chama to Durango, Colorado after abandonment December 1969. (Gene Hull photo)

We had been waiting about two hours and most of another hour was required to carefully get the Goose onto solid track. The end-of-track was where the D&RGW began taking up rails between Chama and Durango.

My wife was invited to ride aboard the Goose about a mile to the main yard and depot. The Goose was turned on the wye to be headed north and out of town. I met them at the depot and enjoyed riding the Goose during shake-down runs back and forth through the yard and out to the highway crossing north of town.

The next day, Saturday, 30 May, we drove along Highway No. 17 watching and

photographing the Goose as it rolled along the main line northward. Several stops were made for minor engine adjustments. This truly was a thrilling event, seeing and hearing the Goose rolling on a main line for the first time in 45 years.

We gradually progressed at the Goose made its way to the high Lobato trestle, her exhaust sharp and clear as she negotiated the steady 4.0 percent grade. Continuing at about five miles an hour she passed the group of private cabins for hunters and fishermen, her twin horns blaring a road crossing signal.



The Goose is crossing Lobato Trestle (named for a Spanish explorer, Bartolome Lobato, who came to the area in 1695) 100' above Wolf Creek, where about 9 miles of 4% grade to Cumbres Pass begins; 30 May 1998. (Gene Hull photo)

A few miles farther up the highway a parade of "chasers" parked vehicles and sought advantageous photo spots. About a half-hour later we all were thrilled to watch, for the first time, as a Galloping Goose made its way around Windy Point. Rails had been laid in 1881 on a shelf cut across the face of gigantic, towering volcanic rock. The Goose was a mere white speck against this massive background far above the highway.

Another quarter mile brought the Goose to the unused depot at Cumbres, elevation

10,015 feet. She rolled onto the west leg of the wye track while the westbound C&TS passenger train from Antonito, Colorado rolled to a stop at the water column. The Goose continued around the wye and followed the train to Chama, purring like a kitten. This scenario was repeated the next day, with a added personal touch. At the Cumbres stop there was a brief "happy birthday" celebration for Wayne Brown's young daughter, complete with chocolate cake.



The Goose pulls onto the west leg of the wye track at Cumbres Pass to meet the C&TS westbound passenger train; 30 May 1998. (Gene Hull photo)

Unfortunately, the following morning we had to head for home. During the following week, plans called for fan trips between Chama and Osier, as well as to Antonito.

The Goose was scheduled to return to Dolores on 8 June, but there possibly could be an extension of her stay at Chama.

This, indeed, was a memorable and historic event. THE GOOSE GALLOPED AGAIN!

P.S. The Goose will run on the Durango & Silverton Narrow Gauge Sept. 22-25, 1998. Tel. - (970) 259-3372. 🚂



The Goose backs along the east leg of the wye track at Cumbres Pass and will follow C&TS passenger train to Chama, New Mexico; 30 May 1998. (*Gene Hull photo*)



ROUTE OF THE

CUMBRES AND TOLTEC SCENIC RAILROAD

Between Chama, New Mexico
And Antonito, Colorado

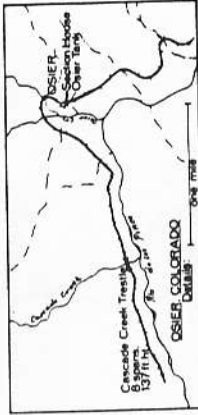
Scale 0 1 2 3 4 miles

Legend:
Cumbres & Toltec Scenic RR.
Dismantled Railroad
Main Water Courses
Highways
State Line

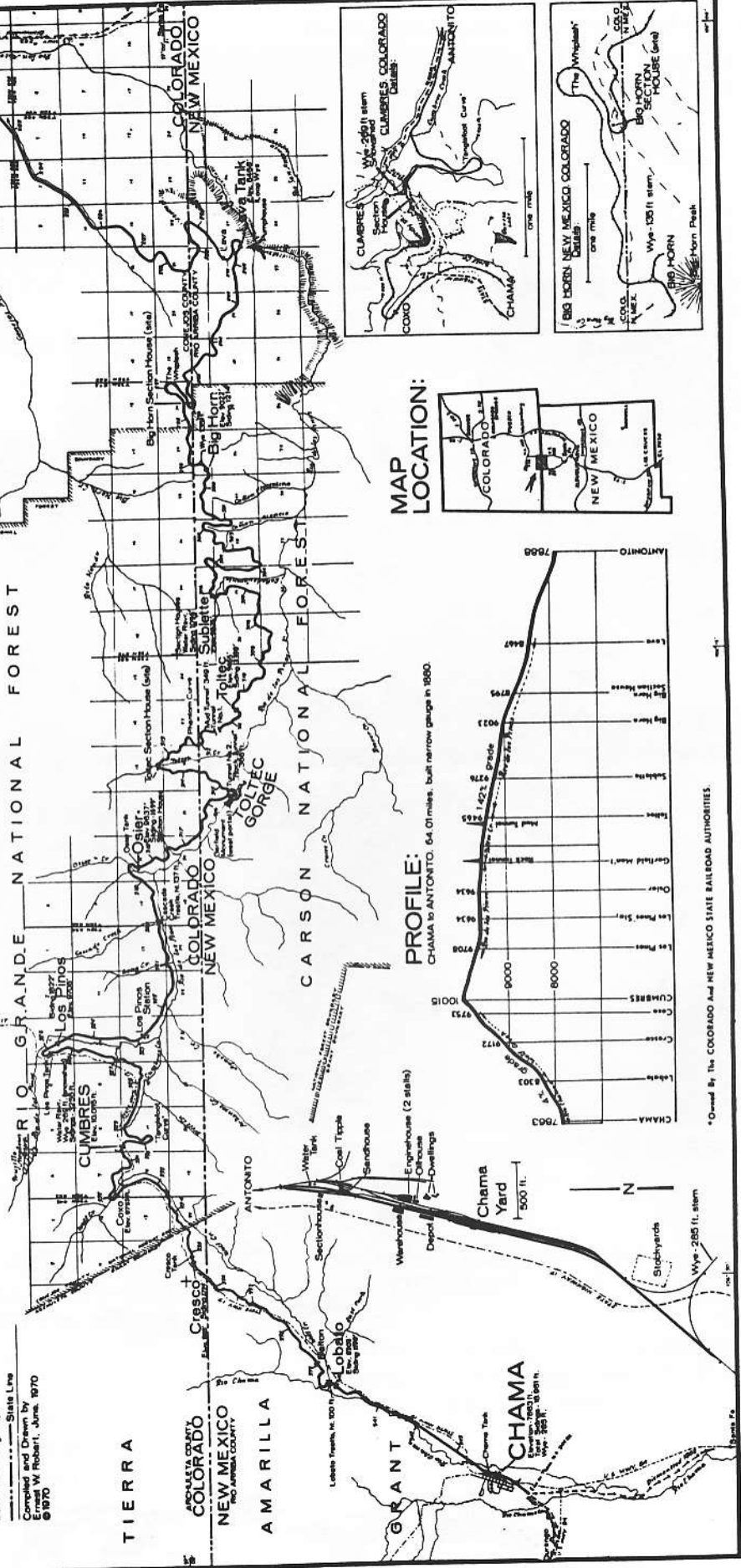
Compiled and Drawn by
Ernest W. Robert, June, 1970
© 1970



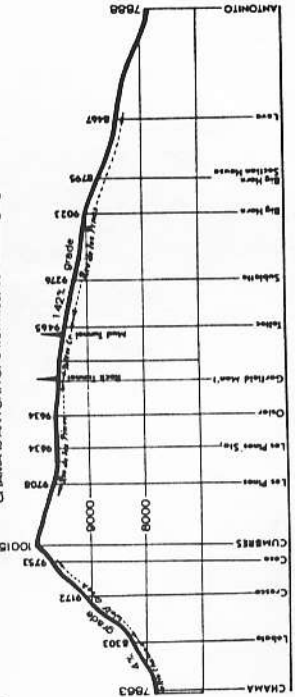
Carbide and Steel
DENVER AND GRAND WESTERN
The Carbide and Steel
Ride The
TOLTEC



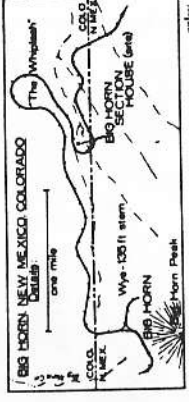
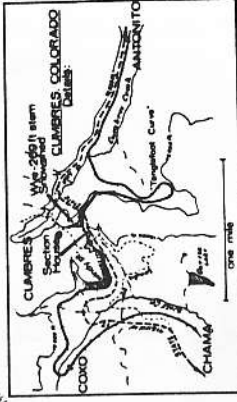
RIO GRANDE NATIONAL FOREST



PROFILE:
CHAMA TO ANTONITO, 64.01 miles, built narrow gauge in 1880.



MAP LOCATION:



* Owned by The Colorado and New Mexico State Railroad Authorities.

SIDEBAR

NAMES OF STATIONS CUMBRES & TOLTEC SCENIC RY.	
NAME	MEANING
Antonito	Little Anthony (Spanish)
Chama	Tewa Indian and Spanish—either "place of wrestling" or "red water"
Cumbres	Summit (Spanish)
originally, Alta	High (Spanish)
Osier	"Willows" (Spanish); or "sauce" (Spanish-Indian dialect)
Sublette	Trapper William L. Sublette
Toltec Gorge	Ancient Indian Tribe (Indian)

These names (Spanish or Indian) were applied by the D&RGW during the days of expansion in the Southwest, possibly because the company was frustrated in its denied access to Mexico by the Atchison, Topeka & Santa Fe.

Source: MANY MORE MOUNTAINS, Vol. 3

Allan Nossaman

Sundance Publications; Denver, Colo. - 1998

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SIDEBAR

SAN JUAN EXTENSION DATES OF D & R G		
STA.	MILES	DATE
ANTONITO	0.0	APRIL 1880
SUBLETT	25.8	SEPT. 1880
TOLTEC GORGE	30.2	OCT. 4 1880
OSIER	38.1	OCT. 10 1880
CUMBRES	50.3	DEC. 15 1880
LOBATO	59.7	
CHAMA	63.8	JAN. 18 1881

SIDEBAR

GALLOPING GOOSE NO. 5	
BUILT	8 June 1933 (6 Aug. ?)
ORIGINAL BODY	Pierce-Arrow 1928
ORIGINAL ENGINE	Pierce-Arrow 36
REBUILT BODY	Wayne Bus Co.
REBUILT ENGINE	GMC
WEIGHT	14,770 Lbs.
LENGTH	43'-3"
DISPOSITION	City of Dolores, Colo.

1998 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

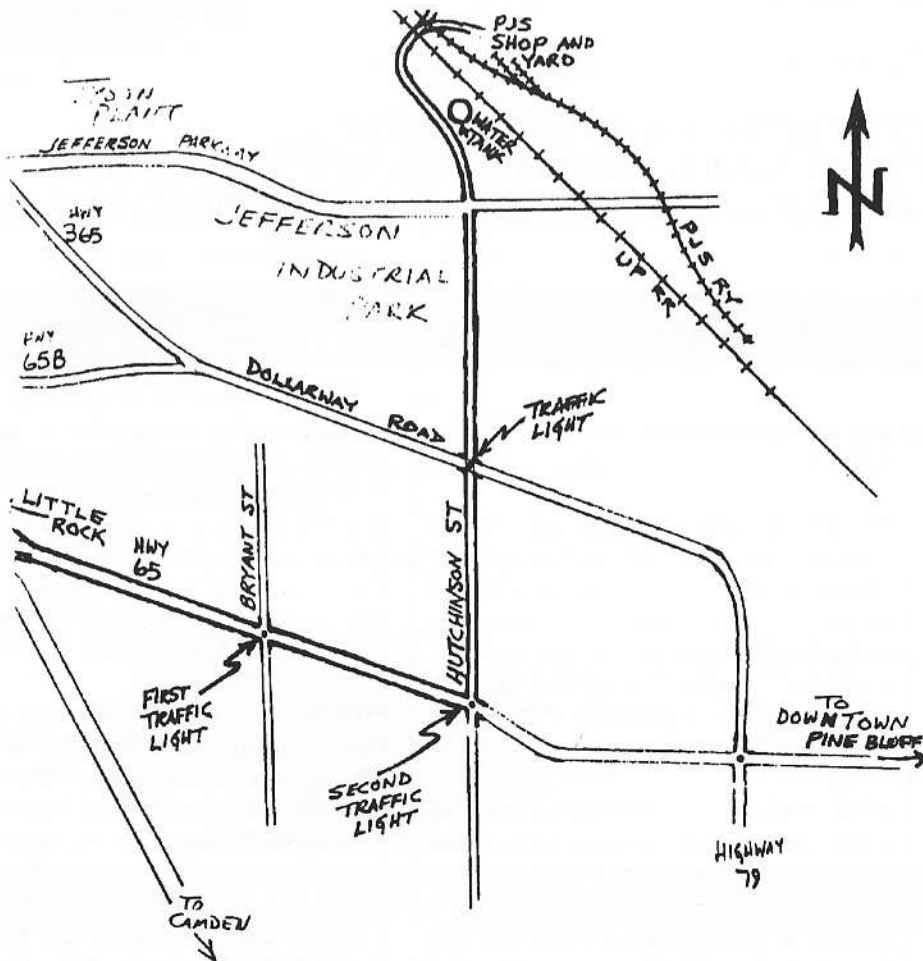
- PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
- VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
- TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
- SECRETARY - Carole Sue Schafer, 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 '98 - Robin Thomas, 10908 Rivercrest Dr #26, Little Rock AR 72212-1412
- 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)

NEXT MEETING/PROGRAM

CHANGE IN MEETING DATE

The next "meeting" of the Arkansas Railroad Club will be held on SATURDAY, SEPTEMBER 12 at Peter Smykla's famous Paperton Junction Southern Railroad near Pine Bluff. Show up around 9 or 9:30 a.m. - there will be train excursions using the Alco. Bring a box lunch - we'll eat in the engine house. There will be drinks available.

NOVEMBER TRIP - Plans are underway for our club to rent the old Combine car of the A&M Railroad for a final trip between Van Buren and Winslow and return on November 14, a Saturday. This will be the last day of passenger operation by the A&M Railroad on the Alco line. Cost will be \$40, including the bus trip from Little Rock to Van Buren and return. Limited seats available. The bus would leave at 7 or 7:30 a.m., returning after 4 or 5 p.m. If interested, send \$40 to the Arkansas Railroad Club - Trip, PO Box 9151, North Little Rock AR 72119.



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.

DONATION GIVEN TO UP - The Arkansas Railroad Club donated \$200 to the Union Pacific Golf Tournament this year. This tournament raised money to help railroad families and to offer scholarships.

MEMBER NEWS - JIM BENNETT was discharged from the rehab center on August 7 and wants to come to our September 12 meeting in Pine Bluff. - BILL CHURCH hasn't changed and is still located in Convalescent home in Lonoke. - L. T. WALKER is doing good and is at home.

THANKS WERE GIVEN to NAOMI HULL at our August 9 meeting for keeping everyone informed about members in hospitals, status of homebound members, and for generally keeping us up to date on things. She is the one who calls everyone with member news and also takes the attendance log every meeting. We really appreciate it, Naomi!

OFFICERS NOMINATED FOR 1999 - Here are the nominees for the chapter's 1999 officers: President - Leonard Thulmueller; Vice-President - John Hodkin, Jr.; - Treasurer - Walter Walker; Secretary - Carole Sue Schafer; Board of Directors for 2002 - Robin Thomas. Other positions in the club: Editor - Ken Ziegenbein; NRHS Director - Jim Bennett; Photographer - John Jones; Advertising - David P. Hoge.

NOMINATIONS WANTED - Know of any club member who has done an outstanding job in railroading, either present, past or in historical documentation? If so, we'd like to hear from you. They will be put in nomination for a deserving award for their accomplishments. Send any nominations to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Nominations due by October 15.

CHRISTMAS DINNER will be held Sunday, December 6. More details to follow.

SEPTEMBER BIRTHDAYS: ROBERT O. McBREEN (8/02); JAMES McGRUFF (8/05); WENDELL G. MAULDEN (8/06); GENE E. BAILEY (8/08); DAVID E. McDONALD (8/08); BURTON F. ZAVELLO (8/09); ALAN WAGONER (8/09); THOMAS B. WILSON (8/15); IVAN I. AVANCE (8/20); GEORGE D. JONES (8/22); WALTER M. (MIKE) ADAMS (8/24).

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 - Standard gauge hand car. Advise price, condition and location. Peter Smykla, PO Box 1892, Pine Bluff AR 71613 or call 870-535-4724.

FOR SALE - Authentic glass lenses for semaphores, made new from original molds. Prices start at \$20. Contact Thomas Ohnmeiss, 6221 Tonawanda Creek Rd, Suite 20, Lockport NY 14094 or visit their Web page on the Internet:

<http://www.semaphores.com> or call 716-434-3562.

WANTED - HELP! Where can I find a videotape of "The Titfield Thunderbolt" (Ealing Studios, 1952)? "When a branch railway line is threatened with closure, the villagers take it over as a private concern." (Halliwell, 3 stars). Contact Bob Oswald, 2511 Elizabeth, Fayetteville AR 72703-3710, 501-521-9714.

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. 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 816-695-4433.

FOR SALE - James R. Fair's new 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 plus postage. His address is: James R. Fair, 2804 Northwood Rd, Austin,

TX 78703-1630. Call 512-451-6194 or 512-471-3689. James Fair is and has been an Arkansas Railroad Club member for years.

WANTED - Oral history, railroad documents, railroad worker's housing, newspaper clippings, photographs of

segregated stations or Jim Crow cars, or any other items relating to the topic of blacks and the railroads. This information will be used in a upcoming book on African Americans and the railroads. If you can help, write to Theodore Kornweibel, Jr., Professor, 6334 Lake Decatur Avenue, San

Diego CA 92119 or call 619-461-0098. (I sent him the oral history I did of a former MoPac porter in Little Rock back in 1991 - that was printed in the *Railroader* at that time).

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.

COLORADO - ROARING FORK RAILROAD HOLDING AUTHORITY - To abandon the Aspen Branch from m.p. 360.22 near Glenwood Springs to the end of the line at m.p. 393.66 near Woody Creek, Colorado, a total of 33.44 miles. Final decision by October 16, 1998. (STB Docket No. AB-547X, decided July 14, served July 20, 1998)

WISCONSIN - UNION PACIFIC - To abandon 8.4 miles of line on the Camp Douglas Industrial Spur Lead from m.p. 174.3 near Wyeville to the end of the line at m.p. 182.7 near Camp Douglas, Wisconsin. Effective August 19, 1998. (STB Docket No. AB33, Sub No. 122X, decided July 9, served July 20, 1998).

IOWA - UNION PACIFIC - To abandon a 5.95 mile line called the Bristow Branch from m.p. 288.8 near Clarksville to m.p. 294.75 near Allison, Iowa. Effective August 28, 1998. (STB Docket No. AB-33, Sub-No. 123X, decided July 23, served July 29, 1998)

ILLINOIS - CSX - To abandon 2.9 miles of line between m.p. OOH-445.7 at Okawville and m.p. OOH-448.6 at the end of the track at Vendey, Illinois. Effective August 20, 1998. (STB Docket NO. AB-55, Sub No. 564X, decided July 23, served July 31, 1998)

MICHIGAN - GRAND TRUNK WESTERN - To abandon a 3.1 mile line known as the Jackson Spur extending from m.p. 35.3 at Pontiac to m.p. 38.4 at Sylvan Lake, Michigan. Final decision by November 6, 1998. (STB Docket No. AB-31, Sub No. 32X, decided August 3, served August 7, 1998)

KANSAS - UNION PACIFIC - To abandon a 0.56 mile of line on the Midland Valley Industrial Lead from the end of the line at m.p.312.09 to m.p. 312.65 in Wichita, Kansas. Effective September 13, 1998. (STB Docket No. AB-33, Sub No. 124X, decided August 6, served August 14, 1998)

ARKANSAS RAIL NEWS

A&M CRACKDOWN

(Springdale) - Ron Sparks, director of

investigation for the newly formed special-
investigation unit of the Arkansas &

Missouri Railroad, said his unit will start
cracking down on people who steal from,

litter or otherwise violate railroad property. A big problem this summer has been people sabotaging crossing signals, a federal crime. Illegal rail crossings by motorists will also be ticketed more frequently.

Someone is also stealing A&M's railroad ties that are stored. Also, some people have been parking their cars, planting gardens and putting buildings too close to A&M's tracks. A&M owns 50 feet either side of the

center of the track. If you seen crimes along this line, call 800-705-4151 or 501-751-8600. (*Morning News of Northwest Arkansas, July 21, 1998*)

GENERAL RAIL NEWS

NEW RAILROAD

(*Honduras*) - Guatemala, El Salvador and Honduras are working together to build or rebuild 1,875 miles of railroad to speed up transportation with Mexico. Cost would be close to \$2 billion.

200 FULL MOONS

(*Near Los Angeles*) - Amtrak passengers going through Camino Capistrano, California on July 11 were "moonied" by about 200 people from the Mugs Away Saloon to keep with a tradition that dates back 19 years. That tradition has people from the saloon line up along the chain link fence and drop their pants as the 11:30 a.m. passenger train moves past. The tradition, known as "Mooning of the Amtrak," began when bar patron K. T. Smith, depressed over turning 30, offered to buy a beer for anyone who would go outside and moon the train. The event is held the second Saturday each July. (*MSNBC*)

ELEPHANT MUSH

(*Assam, India*) - In early July, an Indian passenger train ran over six elephants, derailing the engines and causing a 12 hour train service disruption. Assam is home to thousands of elephants. (*ABC radio*)

ZEPHYR RESTORED

(*Chicago*) - Chicago's Museum of Science and Industry now has the restored Burlington Railroad's Pioneer Zephyr on display, along with a realistic 197-foot platform so people can tour the train. The Zephyr will be housed in a climate-

controlled, glass shelter. The museum has owned the train for 30 years and has spent \$5 million restoring it.

GRAND CENTRAL REHAB

(*New York*) - A developer, using nearly \$200 million in bonds, is refurbishing Grand Central Terminal in New York. It will become a Beaux-Arts Mall, with hundreds of shops and restaurants, as well as a continuing as a train station. Vanderbilt Hall, where passengers used to wait for the 20th Century Limited, will now have seasonal markets.

SMALL RAILROADS

(*Buckingham, Virginia*) - Bob Bryant and his wife Annie recently bought the Buckingham Branch short line from CSX with \$72,000 along with government grants and already have steady freight customers, with the line now worth several million dollars. Mr. Bryant used to work for CSX. The line went through their hometown and he didn't want to let CSX tear it up.

Bob Loftus, president of the American Short Line Railroad Association, said short lines hauled about \$3 billion worth of freight last year, 9% of the entire railroad industry. However, he says that mom and pop operations like the Bryant's are pretty much over. Holding companies with multiple railroads (such as RailTex) own about half of the nation's 550 small rail lines today.

BIG BOY RESTORATION

(*Dallas*) - A movie company is

considering restoring the Age of Steam's UP Big Boy locomotive for operation in an upcoming movie. The cost would be about \$2 million and they'd have to find some place in north Texas to run it. However, they could pull it off. In early August, the museum moved the engine back and forth a little and it is in very good shape. The engine weighs 1.2 million pounds, has 7,000 horsepower, is 133 feet long, 16 feet high and the wheels are 68 inches in diameter. (*Dallas Morning News, August 9*)

FRA RULES CHANGE

The Federal Railroad Administration has rewritten the rulebook for track safety on the nation's railroads. Among changes are new regulations on laying 1,044 ft welded rail, checking rails more frequently, and including "excepted" track in FRA regulations. (*Wall Street Journal, June 19 via Thomas Wilson*)

STEAMTOWN WANTS ENGINE

(*St. Louis*) - Former Delaware, Lackawanna & Western Railroad Camelback steam engine #952, now residing at the Museum of Transport near St. Louis, is wanted by Steamtown. New Jersey governor Christine Todd Whitman even signed a resolution requesting the museum in St. Louis return the engine. It was loaned to this museum in 1953, and museum owners said it was a "permanent" loan. The engine was built 90 years ago in Lackawanna, PA. (*St. Louis Post Dispatch, July 9, 1998 via Jim Johnson*)

AMTRAK NEWS

RESTORING SERVICE

(*Pittsburg, Kansas*) - A southeast Kansas

lawmaker is asking for a legislative study to

see how much it would cost to restore Amtrak passenger service between Tulsa, Kansas City, Denver and St. Louis. Rep. Ed

McKechnie said the service would use BNSF or KCS lines. (Olathe, Kansas Daily News, August 4, via Jim Johnson)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

LEADVILLE, COLORADO - Through October 4th - The Leadville, Colorado & Southern RR Co. is running 2½ hour round trips between Leadville (the highest incorporated city in the country) and the French Gulch water tower daily. Cost is \$22.50 adults. Write to Leadville, Colorado & Southern RR Co., 326 East 7th St, PO Box 916, Leadville CO 80461, or call 719-486-3936.

MICHIGAN AND ELSEWHERE - Various times of year - The Bluewater

Michigan Chapter of the NRHS presents a series of historic rail and rail-related journeys this summer and fall. For a brochure, write to them at: Bluewater Michigan Chapter, PO Box 296, Royal Oak MI 48068-02966 or call 248-541-1000 M-F, 9 a.m. to 5 p.m.

WORLDWIDE TRIPS - Various times of year - Trains Unlimited Tours is offering rail tours across the world, anywhere from San Diego and Cumbres, to Alaska, South America and Siberia. For a brochure and

pricing, write to Trains Unlimited Tours, PO Box 1997, Portola CA 96122 or call 530-836-1748.

CALICO ROCK, ARKANSAS - White River Railroad runs most days of the year through scenic north Arkansas along the former Missouri Pacific line. Shopping stops are done at various locations. Prices are \$23.50 adults, \$17.50 child, \$22.50 seniors, \$35 for dome car for everyone. Call 800-305-6527 or 870-499-5700 for reservations or brochures.



These 12 engines were seen pulling a freight out of UP's North Little Rock yards on August 7, 1998. Units were SP8171, SP8126, SP8176, SP8027, SP8178, SP8104, SP8114, SP8148, SP7422, UP3735, UP4129 & SP8187. (John Jones photo)

ARKANSAS RAILROAD CLUB MEMBERSHIP FORM

[] Membership renewal [] New Member [] Change of Address

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



Date: _____ Your birthday (optional - no year needed) _____

Name: (last) _____ (first) _____ (init) _____

Address: _____

City: _____ State _____ Zip _____

Phone: (____) _____ e-mail address: _____

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.

ARKANSAS & MISSOURI RAIL TRIP

Van Buren - Winslow, Arkansas and Return

SATURDAY, NOVEMBER 14, 1998

The cost will be \$40 each, which includes bus transportation to Van Buren from North Little Rock and back as well as the train ride. We will leave from the Mercantile Bank north parking lot (the same one we park at for our meetings) around 7 a.m., returning by around 5 p.m.

Send your checks of \$40 for each rider, made out to the Arkansas Railroad Club, to the following address:

MAIL TO: Arkansas Railroad Club Calendar, PO Box 9151, North Little Rock AR 72119

NAME _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

Please reserve _____ spaces on the A&M Passenger Excursion on November 14.

\$ _____ enclosed.