



Little Rock Chapter NRHS

ARKANSAS RAILROADER



VOLUME 30 NUMBER 9 SEPTEMBER 1999



Rio Grande Southern Work Goose #6 at Ridgeway, Colorado, September 1950. *(Peter Smykla, Jr. collection)*





Some Amtrak Express cars jumped the track while leaving Little Rock's Union Station on #21, the *Texas Eagle* in July 1999. *(Krysti Hodkin photo)*



The White River Scenic Railroad's excursion train prepares to board passengers at Flippin, Arkansas in early August 1999. The boarding station is a drug store to the right. A fellow worker at my office tried to ride this train on a July weekday, but the train was full. *(John Jones photo)*

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

NEXT MEETING/PROGRAM

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).

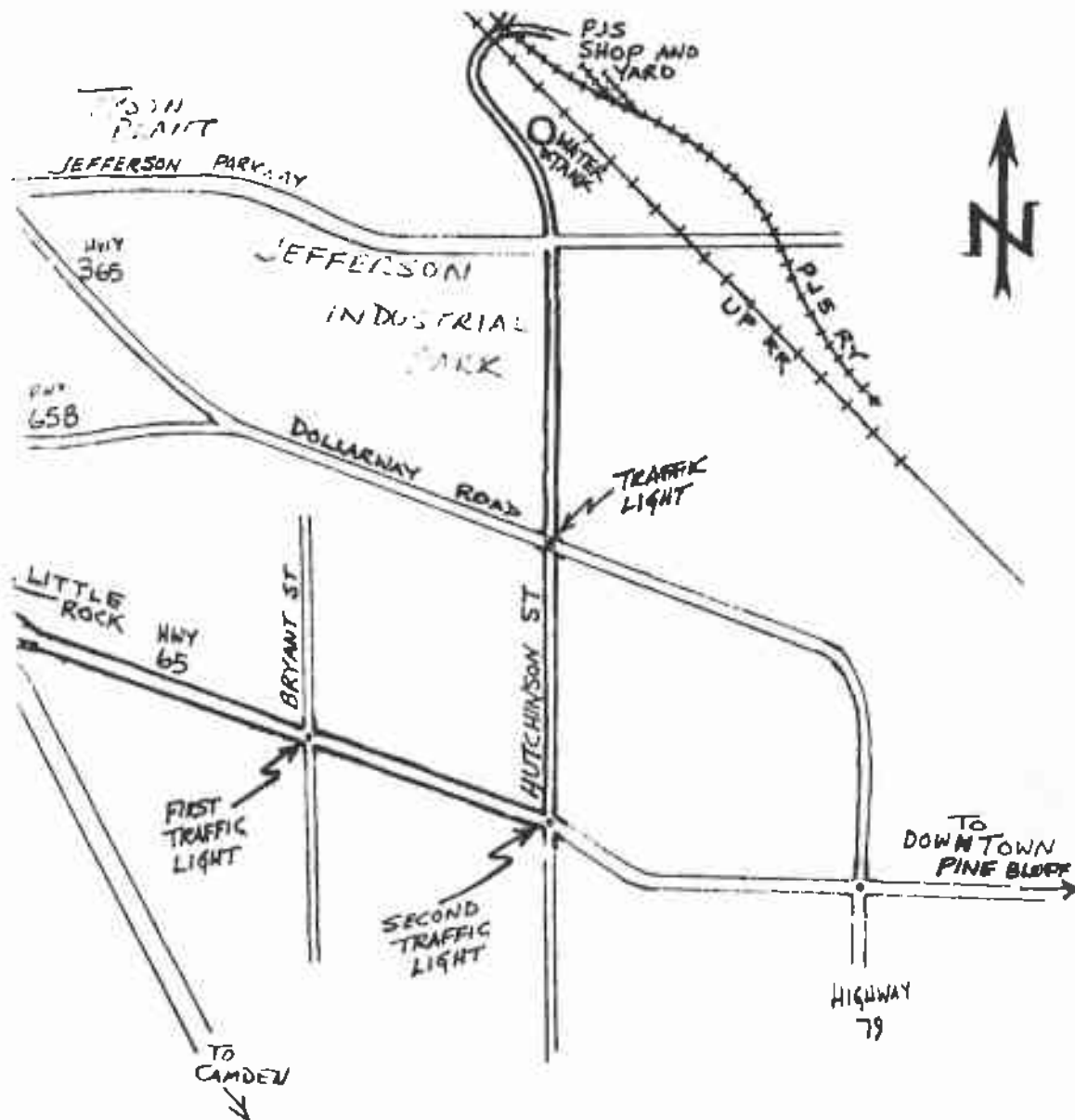
To join, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: ken.z.rw@ix.netcom.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The September meeting will be our annual rail outing at Peter Smykla, Jr.'s Paperton Southern Jct railroad near Pine Bluff on **SATURDAY, SEPTEMBER 11**. Be there around 10 am or so for train rides and other fun rail-related things to do. This outing has been very popular over the years. You should plan to bring your own lunch or eat out at a Pine Bluff restaurant.

Future meetings: The October meeting will be held at Pulaski Heights Presbyterian Church in Little Rock, where we met in June. That program will be given by Robin Thomas, with slides of the Galloping Goose. The November meeting, place unknown at this time, will be given by Jim Wakefield and will be movies taken over 20 years ago.

Directions to the PSJ Railroad is on the next page.

MEMBER NEWS - Naomi Hull reported that member DEWEY GARTRELL was recovering from surgery. - JOHN JONES will celebrate his 25th wedding anniversary at a reception on August 22. - CRAIG GERARD was to give a talk on toy trains at Parkstone Place retirement center in August. - NAOMI HULL'S oldest sister, Laura Edna Hunter, died July 23 in Dardanelle, Arkansas at the age of 88. She left behind three sisters, including Naomi, and 6 children, 11 grandchildren, 17 great-grandchildren, and 3 great-great grandchildren.



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.

S RAILROADER

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.

PRIVATE CAR TRIP - Two October trips are being offered, using the private sleeping car "Silver Quail," one to Canada leaving St. Louis October 1 and one to Tampa, leaving Chicago October 10. The one to Tampa is being run to the Private Car convention. If interested, contact club member Bill Eldridge, 500 LaSalle Dr, Little Rock AR 72211-5577, 501-221-0909.

OLD TRAIN PHOTOS WANTED - Do you have or know somebody that has old Kodak or other camera photos of

trains in the 20s through 70s? If so, we'd like to look at them for possible publication in the *Railroader*. Look in your attic and files and see if you have some you'd like to share. After all, they're doing no one any good hidden away, are they? **ALL WOULD BE RETURNED PROMPTLY** after proper computer scanning, usually within a week or two. Be sure to include dates and information about each one, too. Thanks, and happy hunting.

Send any photos (and accompanying stories, if you want) to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Let's keep railroad history alive!

DEADLINE FOR THE OCTOBER NEWSLETTER is September 11.

MINUTES OF PREVIOUS MEETINGS

Arkansas Railroad Club
June 13, 1999

The Arkansas Railroad Club met Sunday, June 13, 1999 at 2:00 PM at the Pulaski Heights Presbyterian Church with President Leonard Thalmueller presiding. Leonard reminded members that the July meeting will be the third Sunday (July 18) at the Southwest Regional Hospital; August's meeting will be held at the Argenta depot in NLR and September's meeting will be at Peter Smykla's shop in Pine Bluff. We will decide on a permanent meeting place at the September meeting. Guests were introduced. - Minutes were approved as presented.

Walter Walker reported the club's assets. This includes CD's and books on hand. The treasurer's report was accepted for audit. Walter also reported on the Show and Sale to be held June 19 at the Robinson Center. Table and chairs will be set up for us but members will be needed to work the day of the sale. Dealers will set up Friday afternoon and the Show will be open to the public 9:00 AM Saturday. - Robin announced that Gary Williams, who was from New Jersey, had recently passed away. Gary had visited the club several times.

John Hodkin announced future programs - Today - slides from Dr. Mayer's collection. - July - Bart Jennings - August - open - September - Paperton Southern Junction in Pine Bluff - October, November and December are open

Robin Thomas stated that the NRHS convention may be held in St. Louis in 2001, and possibly the 819 will be involved. The club may want to explore the possibility of sponsoring an excursion. Meeting adjourned at 2:22 PM.

Following a short break, John Hodkin presented a program from Dr. Mayer's slide collection.

Carole Sue Schafer, Secretary

Arkansas Railroad Club
July 18, 1999

The Arkansas Railroad Club met Sunday, July 18, 1999 at 2:00 PM at the Southwest Regional Hospital with President Leonard Thalmueller presiding. - Guests were introduced. - Minutes were approved as presented. - Board chairman Robin Thomas announced inquires will be made with Union Pacific about running an excursion in the future. - Peter Smykla said the 819 is getting ready for the 15-year inspection, but does not think any excursions will be run any time soon.

Vice President John Hodkin reminded members the August meeting will be held at the Argenta Depot in North Little Rock and the September meeting will be Saturday, September 11 at Peter's Paperton Southern Junction Railroad in Pine Bluff.

Walter Walker reported the attendance and number of dealers was down for this year's Show and Sale. However, because of David Hoge's ability to get discounted advertisement, we did not lose money. He gave the treasurer's report, which was accepted for audit. - Walter has received a letter of intent from the Robinson Center to reserve the date of next year's Show and Sale. This is not a contract. The club will need to decide at the August meeting whether to continue with the Show and Sales and advise Walter on what he should do.

Ken Ziegenbein had year 2000 calendars for sale. The price is \$6.00 if purchased at the meeting and \$7.00 if the calendar must be mailed.

Meeting adjourned at 2:15 PM.

Following a short break, Bart Jennings presented a program from his slide collection.

Carole Sue Schafer, Secretary

Arkansas Railroad Club

August 8, 1999

The Arkansas Railroad Club met Sunday, August 8, 1999 at 2:00 PM at the Rock Island Argenta Depot in NLR with President Leonard Thalmueller presiding. Guests were introduced. Minutes were approved as presented. Treasurer report was accepted for audit.

The board met prior to the regular meeting and Chairman Robin Thomas announced we would meet at the Pulaski Heights Presbyterian Church in October. Also, the board discussed plans for next year's Show and Sale.

Vice President John Hodkin reminded members the September meeting would be Saturday, September 11 at Peter's Paperton Southern Junction Railroad in Pine Bluff. We will meet about 10:00 AM and everyone should bring a sack lunch. In October, Robin will show film about the Galloping Goose.

Meeting adjourned at 2:15 PM.

Following a short break, Ken Ziegenbein presented a program from his slide collection.

Carole Sue Schafer, Secretary

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.

FOR SALE - "Back on Track," a cookbook that was put together to help restore the Missouri Pacific depot in Camden, Arkansas late in 1998, is for sale for \$15 plus \$2.50 shipping from Main Street Chamber of Commerce, PO Box 734, Camden, AR 71701 or call 870-836-6426. The cookbook has railroad interest, pictures, etc. Member Carl E. Barnes is involved with the depot project.

WANTED - The Delta Heritage Museum, in the old Missouri Pacific depot in Helena, Arkansas, wants someone to give them a history of the railroads of the area (also see the ad of their other wants elsewhere). If you can help, call 870-338-4350 or send items to the Delta Cultural Center, PO Box 509, Helena AR 72342, ATTN: Kimberly J. Williams or Katie Harrington. Their email address: kim@dah.state.ar.us

FOR LEASE - Alco locomotives of the Arkansas & Missouri Railroad. If you'd like to rent one or more, contact the Arkansas & Missouri Railroad, 306 East Emma Ave, Springdale AR 72764, 501-751-8600 or 800-687-8600, email: arkmo@ipa.net

WANTED - T&NO Railroad of New Orleans logos. If you have a copy of this logo, please send to Mrs. Stephen A. Harmon, 600 Earnheart Rd, Batesville AR 72501. Her husband worked 41 years for various railroads, including the TN&O, Rock Island and Missouri Pacific, and her son has collected the logos of each, except the TN&O.

FOR SALE - The Incomplete All-Time ALCO Diesel roster. It lists about every diesel manufactured by American Locomotive Company and its many partners and subsidiaries from 1925 to 1984. It is more than 500 pages long and details the ownership history of more than 10,000 locomotives. For ease of handling, the material is broken into 5 volumes, each of which is available separately. The roster contains more detailed information in one place than any other source available.

Volume 2-A 65979 to 75996; Volume 2-B

75997 to 79000; Volume 2-C 79001 to 82000; Volume 2-D 82001 to 84911; Volume 2-E 3362-01 to 6128-05.

Normally \$25 each, they are only \$20 each if you mention the Arkansas Railroad Club. All 5 together normally is \$100, but again if you mention the Arkansas Railroad Club the price is only \$85. Postage for one is \$3.50, 2 is \$5.00, 3 or more \$6.00. Send orders to: Barton Jennings, PO Box 32424, Knoxville TN 37930-2424.

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.

WANTED - Applications for job of Director, Steamtown Institute, Steamtown National Historic Park in cooperation with the University of Scranton. Minimum qualifications include BA in Education or History, over three years experience and expertise in railroad history. Contact Human Resources, University of Scranton, Scranton PA 18510-4679 by October 1, 1999.

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 - UNION PACIFIC - To abandon the Boulder Branch from Engineering Station 8+00 to the end of the line at Engineering Station 32+21, a distance of 2,421 feet at Brighton, Colorado. Final decision by October 18, 1999. (STB Docket No. AB-33, Sub No. 138X, decided July 12, served July 20, 1999)

OHIO - WHEELING AND LAKE ERIE RAILWAY COMPANY - To abandon the Valley Line extending from m.p. 188.5 near Unionvale to m.p. 205.54 near Warrenton, Ohio, a distance of 18 miles. Includes the stations of East Cadiz, Kenwood, Adena, Dillonvale and Warrenton, Ohio. Final decision by October 19, 1999. (STB Docket No. AB-227, Sub No. 9X, decided July 14, served July 21, 1999)

OREGON - BNSF - To abandon 0.38 mile between m.p. 27.84 and m.p. 28.22 near Banks, Oregon. Effective August 25, 1999. (STB Docket No. AB-6, Sub No. 383X, decided July 19, served July 26, 1999)

KANSAS/NEBRASKA - UNION PACIFIC - To apply for abandonment of a 59-mile long line on August 31, 1999 from m.p. 66 near Jamaica, Nebraska to m.p. 125 near Marietta, Kansas. It is known as the Beatrice Branch. UP obtained a waiver of the normal abandonment requirements, since this line was used only as a detour while UP was upgrading other track in the area and all shippers will still get service. UP will officially file for abandonment August 31. (STB Docket No. AB-33, Sub No. 140, decided July 27, served July 29, 1999)

TEXAS - RIO VALLEY SWITCHING COMPANY AND RIO VALLEY RAILROAD, INC. - To abandon an 8.08

mile line known as the Rio Hondo Line from m.p. 0.316 near San Benito to m.p. 9.19 at Rio Hondo, Texas. This was formerly a branch line of the Missouri Pacific that ran from San Benito to a point on the MoPac between Houston and Brownsville, Texas. No effective date given. (STB Docket No. AB-561 and AB-562, decided August 2, served August 6, 1999)

SOUTH DAKOTA - BNSF - To abandon a 2.98 mile line between m.p. 147.15 and m.p. 150.13 near Sioux Falls, South Dakota. Effective September 10, 1999. (STB Docket No. AB-6, Sub No. 384X, decided August 4, served August 11, 1999)

ARKANSAS RAIL NEWS

LIMEDALE RAILROAD

(Batesville) - John Hodkin and Robin Thomas reported that the 2-foot Limedale Railroad near Batesville will be changed to standard gauge by August 2000. It runs 2-3 miles west of Batesville and hauls limestone to a processing plant there. Below is a photo of the line Ken Ziegenbein took in June 1985.



MAMMOTH SPRING DEPOT

(Mammoth Spring) - Thirteen life-sized sculptured human figures that portray train workmen, depot crew and waiting passengers from the early 1900s now occupy every room of the restored vintage 1886 Mammoth Spring, Arkansas train depot (on the BNSF, old Frisco). They want visitors to feel they are witnessing a typical day at the Mammoth Spring depot in the early 1900s. The depot is in the Mammoth Spring State Park and is on its original location, next to a very active BNSF main line.

There are figures of telegraph operators, children, passengers, ticket clerks, engineers, conductors, etc, all with sound so you can feel how it was in the heyday of rail travel. The depot is open Tuesday through Sunday, 8 a.m. to 5 p.m. There is a small admission charge. For more information, call the Mammoth Spring State Park, 870-625-7364 or write them at PO Box 36, Mammoth Spring AR 72554. Their email address is: mammoth@ozarks.com. (Via Randy Tardy)



OLD STREETCAR TRACKS UNEARTHED AGAIN

(North Little Rock) - On July 22, 1999, I came across this work on Main Street in North Little Rock, next to the Post Office. They had unearthed the old 50+ year old streetcar tracks again while they were renovating the area (close to the new Alltel Arena). I was told that new streetcar tracks would be put here when they get the new trolley line put in in another year or so. (Ken Ziegenbein photo)

GENERAL RAIL NEWS

AUTO-MAX TRANSPORTS

In mid-July, Gunderson, Inc began delivering a new, advanced, high-capacity rail car that is designed to safely carry sport utility vehicles, light trucks and cars. BNSF will be the first railroad to operate the cars and will get 159 of them. The railcar can carry any mix of autos and is the only freight car that has three levels. It can carry up to 22 SUV's instead of the usual 10.

TRUCKS-RAILROADS

According to Tom Elmore of the "Safe Highways for Oklahoma" coalition, trucks move 27.2 percent of the nation's freight, while railroads move 40.6 percent. The railroads cost taxpayers nothing moving the freight, but trucks in Oklahoma resulted in about \$11 billion in unfunded (that NOT from diesel taxes and road usage fees) improvements to the damage large trucks do.

OPERATION LIFESAVER FACTS

In 1998, 536 people were killed and 513 injured while trespassing on railroad property. Another 431 were killed and 1,303 injured at railroad crossings. This compares with more than 5,000 people killed in truck-related highway accidents and 36,480 killed in other highway accidents!

Also, the California Public Utilities Commission had the following statistics about crossing accidents in California in 1997: three happened when a driver went behind one train and was hit by an oncoming train; 34 drivers failed to stop; 27 drove around or through lowered arms (my emphasis); 43 stopped, but didn't clear the tracks; 14 cars stalled on tracks; 4 drivers stopped, then pulled onto the tracks; one was listed as "other." (*Railway Age*, July 19,

1999 and other sources)

"People see us (railroads) as an inconvenience but what they don't see is what the end result would be if trains disappeared and trucks were making those deliveries. Every train takes 200 to 400 trucks off the highways." Jack Burke, spokesman for the Illinois Central/Canadian National.

RAIL TRAFFIC SPURNS IDEA

(Rochelle, Illinois) - With more than 100 trains a day running through the small Illinois town of Rochelle (it's where the BNSF and UP cross out of Chicago), the town noticed railfans coming there just to watch the parade of trains. As a result, the city opened a free public railroad park just east of the track intersection, complete with a raised observation deck. Park loudspeakers even broadcast railroad radio traffic. The park is located at 124 North 9th Street, just off the Lincoln Highway and is open 24 hours a day. A gift shop at the park's phone number is 815-562-8107. (*Daily Southtown*, July 12, 1999 via Jim Johnson)

NEW BRAKING SYSTEM

Union Pacific will begin a demonstration of an Electronic Controlled Pneumatic Brake system (ECP). The testing will begin in September, using two coal trains running between the Powder River Basin and a Georgia power plant. Stopping distances using the ECP braking system were reduced by 30 to 70 percent in previous tests using double-stack trains. The system allows the engineer to set the brakes simultaneously in less than 10 seconds, instead of the usual 30 to 60 seconds with conventional air brakes. The faster braking time essentially eliminates slack action. The new system will probably replace the century-old air brake system now in use. (*UP Update*, July 13, 1999)

The International Railway Union estimates that in a recent year, all of the railways of the world moved 6.3 trillion ton-kilometers of freight and employed 10.6 million people. U.S. railways accounted for 2 trillion ton-kilometers, or 30 percent of the world's total

using only 2 percent of the total world workforce

LAST TRAIN DOWNTOWN

(Wichita, Kansas) - On July 21, 1999, the last UP train or any train ran through downtown Wichita as a result of an agreement between UP and the city to east railroad traffic through the heart of the city. (*Wichita Business Journal*, July 22)

Total U.S. railroad freight cars operating in 1998 rose to 1,315,667, up from 1,270,419 in 1997. They hauled 127.8 million tons. The class I locomotive fleet grew to 20,261 in 1998, up from 19,684 in 1997. The aggregate horsepower of the fleet increased to 63.3 million h.p. (Association of American Railroads)

LA GRANGE DEPOT TO BE MUSEUM

(La Grange, Texas) - While this may not be newsworthy to some, I want to report that the La Grange, Texas MKT depot (built by the Katy Railroad in 1897) was sold by the city to the Friends of the La Grange Railroad Depot organization, which plans to make it into a museum. It was sold for \$37,500 after the city rejected a higher \$45,000 bid from a local Chevrolet dealership, who wanted to move the depot to expand its lot. Now the depot will stay at its original location next to the active Union Pacific (ne. Katy) line where lots of coal trains run each week. The depot was used by a Union Pacific excursion train back in November 1994, which I rode. I also grew up only 15 miles from there on the Katy in New Ulm, Texas. The La Grange depot, along with the New Ulm depot (now a residence) had one thing in common: they were both extremely close to the tracks. I remember waiting for a train in the early 1950s and I swear that the door out of the waiting room would almost hit the train.

MOST ENDANGERED STATION

(Antonito, Colorado) - The Antonito, Colorado 119-year old depot leads a list of 10 most endangered railroad stations put out by the Great American Station Foundation. It sits on the Union Pacific, boarded up since about 1951. It was a former Denver & Rio Grande Railway depot. About a mile south,

the Cumbres & Toltec Scenic Railroad has its station and there is talk about someday using the Antonito D&RGW station, but UP would have to agree. The depot was built in 1880 of lava rock. It used to serve passenger trains between Denver and Durango and Denver and Santa Fe, New Mexico, but service was discontinued in 1951. (*Denver Post, August 2, 1999*)

NEW INTERMODAL SITE

(*Kansas City*) - Voters approved by 54% the use of the former Richards-Gebaur Memorial Airport to become a freight hub, intermodal facility. Kansas City Southern will build the hub, if the FAA allows it to close the airport. (*Kansas City Star, August 3 via Jim Johnson*)

NEW STEAM EXCURSION?

(*Guthrie, Oklahoma*) - Guthrie city officials have sent an agreement to Bill Robbins, CEO of the Dardanelle & Russellville Railroad in Arkansas, to be a possible operator of a steam excursion line between Guthrie and Crescent, Oklahoma. This line is owned by the Oklahoma Department of Transportation and is the old Enid District of the BNSF. The line was abandoned by BNSF in 1995 due to washouts and has to be rebuilt. ODOT purchased the line in November 1998 for \$2.6 million. Robbins had not returned the agreement as of August 11. (*Guthrie Daily*

Leader, August 11, 1999 via P. L. Moseley)

ENGINE 486 RETURNS

(*Durango, Colorado*) - In May, D&RG steam engine 486 was trucked to Durango from Canon City, Colorado, after spending 30 years on display at the Royal Gorge. It was so heavy that the highway department had to rebuild two bridges to accommodate the weight. 486 was built in 1925 and saw service in the past through Durango. After a complete overhaul, the Durango & Silverton plans to use it on their runs to Silverton. In exchange for this engine, the D&S will ship No. 499 to the Royal Gorge (#499 is a standard gauge steam engine that sat in Durango for 18 years because it couldn't use the narrow gauge tracks). The truck that hauled the engine to Durango had 50 tires and had to traverse 263 miles in mountainous terrain. (*Durango Herald, May 22, 1999 via "Boomer" Simpkins*)

MORE ON PRIMIX TIES

In last month's issue, I had a story about Primix Corp's development of new railroad ties. More details are that the new ties are supposed to last **240 years!** The ties are made of composites of polyethylene, rubber, and a blending agent. The ties are supposed to be 230% stronger than ordinary ties. The company planned to go public in July 1999 (PMXX) and can be found on the internet at:

<http://www.primixcorp.com>

NEW SERVICE

(*Houston, Texas*) - Norfolk Southern is hoping to divert 50,000 loads a year from trucks to trains as it opened a new faster service between Houston and the Northeast. The service will originate in Port Arthur and compete with Union Pacific. So far, several new companies have signed up. (*Houston Business Journal, July 22, 1999 via Dan Barr*)

PANAMA RAILROAD NEWS

The Panama Railway Co. is being rehabilitated and plans to operate ocean-to-ocean intermodal shipments starting in 2000. The 47.6 mile line is now owned by Mi-Jack Products and Kansas City Southern. KCS plans to spend \$65 million on the line and expects to haul 75,000 containers at the end of 2000. (*KCS press release*)

ABANDONMENT RUMOR

(*Johnson City, Tennessee*) - Rumors are that the East Tennessee Railway, formerly the famous narrow gauge East Tennessee & Western North Carolina has decided to abandon due to lack of traffic unless a buyer can be found. The railroad may continue through the end of 1999. (Anybody know the facts on this?)

AMTRAK NEWS

UPGRADED SERVICES

Amtrak is trying to get consistent quality on every long distant train as part of its Service Standard Initiative. For instance, coach passengers can now order their pre-prepared meal to be delivered to their seat by the coach attendant. This would reduce dining car loads. Other things being considered are: magazine racks in all long distance coaches; flowers in restrooms; complimentary afternoon snacks for all sleeping car passengers. (*Amtrak press release*)

"As long as we fail to take energy use, environmental damage, hidden subsidies to other modes and public utilities into account, the passenger train looks like a big subsidy. When you keep broader accounting books, it's a wise investment." Bill Blakie, in *Toronto Star* in August 1999.

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.

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.

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



A "fat-boilered" Mike engine going by Little Rock Union Station on the freight main in October 1941. It was going about 40 mph and had engine 1489, a 2-8-2. (Mike Adams photo)

2. The St. Louis and Lexington Railroad Company:

The Lexington and St. Louis Railroad Company was incorporated by an act of the legislature of Missouri, approved December 9, 1859 (Laws of Missouri 1859 p. 395), and constructed the line of road from Sedalia to Lexington, Mo., completing the same in May, 1871, a total mileage of 54.82

Termini: From a point 0.46 mile west of center of depot at Sedalia to a point 11,377 feet east of H.B. connection at Myrick Junction.

Color on accompanying map - Green; No. 17.

On December 1, 1869, the road and property were leased to the Pacific Railroad for a period of thirty years from September 1, 1870, which lease was taken over by the Atlantic and Pacific Railroad Company under the terms of its lease of the Pacific Railroad, dated June 29, 1872. The Atlantic and Pacific R.R. Co. failed to pay the rental and the road was placed in foreclosure, and on March 1, 1877, was sold on account of the 1st Mortgage bondholders, who became the purchasers thereof and reorganized under the name of

The St. Louis and Lexington Railroad Company, which was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, December 20, 1877.

On July 1, 1877, the St. Louis and Lexington Railroad Company leased its road to the Missouri Pacific Railway Company for a period of ten years.

The Lexington and St. Louis Railroad Company having disposed of its property, rights and franchises, the organization ceased to exist.

The St. Louis and Lexington Railroad Company was consolidated with others forming The Missouri Pacific Railway Company, August 11, 1880 (See page 10).

3. Kansas City and Eastern Railway Company:

The Wyandotte, Kansas City and Northwestern Railway Company was incorporated by articles of association filed in the office of the Secretary of State of Missouri, June 10, 1872. A line of narrow gauge railroad was constructed from Kansas City to Lexington, approximately 43.00 miles. The road and property were sold under foreclosure in 1877 and the purchasers reorganized under the name of

The Kansas City and Eastern Railway Company, which was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, January 24, 1878. Mileage ... 43.00

No further organization was maintained by the W.K.C. & N.W. Ry. Co. and the corporation ceased to exist.

The Kansas City and Eastern Railway Company was consolidated with others forming The Missouri Pacific Railway Company on August 11, 1880 (See page 10).

In February, 1883, after this line had been acquired by The Missouri Pacific Railway Company (consolidation of 1880) the gauge was changed to standard and the line between Independence and Kansas City, approximately 10 miles, was taken up and relaid on Missouri Pacific right of way as double track, leaving the present length of this line 32.64 miles (See No. 13, page 13).

Termini: From a point 6,097 feet east of headblock at Myrick Junction, measured on Lexington Branch, to H.B. connection with main line at Independence.
Color on accompanying map - Violet; Nos. 14 and 15.

4. The Lexington and Southern Railway Company:

This company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, December 12, 1879. The company was consolidated with others forming The Missouri Pacific Railway Company on August 11, 1880. ~~_____~~.

Line of road constructed and dates of completion as follows:

From	To	Date Completed	Miles
K.C.C.& S. Junct., Pleasant Hill	Archie	7-23-80	22.38
Archie	Adrian	8-11-80	5.84
Adrian	Butler	9-17-80	9.50
Butler	Rich Hill	10-21-80	11.89
Rich Hill	Nevada	1-20-81	18.46
Total			68.07

Termini: From a point on K.C.C.& S. Ry. 0.78 mile south of center of depot at Pleasant Hill to center of passenger depot at Nevada.
~~_____~~

This line was built with money furnished by the Missouri Pacific Railway Company and was operated by that company up to the time of the consolidation of 1880 by virtue of ownership of a majority of the capital stock.

5. St. Louis, Kansas and Arizona Railway Company:

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, January 16, 1879. It constructed the line of road as follows:

From	To	Date Completed	Miles
Paola	Garnett	11 -- 79	31.74
Garnett	LeRoy	12 -- 79	26.32
LeRoy	LeRoy Junction	12-16-80	3.08
Osawatomie	Ottawa	4-15-80	20.52
Total			81.66

Termini: From a point 415 ft. east of east crossing M.K.& T. Ry. at Paola to west H.B. of wye connection to M.K.& T. Ry., approximately $3\frac{1}{4}$ miles west of LeRoy, Kansas; and from a point 5,680 ft. west of center of passenger depot at Osawatomie to a point 2,126 ft. west of A.T.& S.F. crossing at Ottawa, Kansas. The line was measured again in 1904, adding 0.09 mile ~~_____~~.

The company was consolidated with others forming The Missouri Pacific Railway Company on August 11, 1880 ~~_____~~.

This line was started by outside capital but was completed with money furnished by the Missouri Pacific Railway Company and was operated by that company up to the time of the consolidation of 1880 by virtue of ownership of a majority of the capital stock.



BANISHED TO OBLIVION

by: **Gene Hull**

The two old locomotives sat still and silent - lone and forlorn - shrouded with tall grass, twining vines and briars.

During the summer of 1968 I heard rumors that there was an abandoned steam locomotive in the heavy forest north of Malvern, Arkansas somewhere between Highway 270 and the Ouachita River. This would be similar to a dinosaur find.

Finally, the enticement was too much to resist. One bright sunny Sunday morning my wife and I played hooky from church and went engine hunting.

A short way north of Malvern we found a gravel road leading to the right with a pasture on one side and heavy timber on the other. A couple of miles farther, a graded dirt road branched to the left. Here, I parked the car beside a high fence. The dirt road was blocked by a locked gate. There

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was no sign restricting admittance, so we carefully climbed over the gate.

We slowly made our way along the road and into a dense forest. Around a sharp curve we found a few buildings scattered among the trees. A sign on one of them showed it was the office of the Malvern Gravel Company at some past time

There was no one in sight from whom we could obtain permission to trespass on the property. We continued to trespass.

Down the road and around a couple of curves, we saw it. A locomotive smoke stack peeking above a thicket of brush, briars and weeds! Forcing my way through the undergrowth, I found two old steam locomotives and part of a third one. It had taken several years to accumulate the abundant growth of vines and brush and the old locomotives showed the ravages of time and neglect. The cancerous attack of rust had left gaping holes in the boiler shells of the engines. The brass fittings were heavily tarnished; rot and termites had devoured most of the wood cabs.

I broke the brush and trampled down the screen of weeds to make several photographs. On the same track of very light rails there were several metal dump cars and some derelict camp cars.

Evidently this equipment was used many years earlier, when workers lived in the bunk cars while mining gravel from the nearby Ouachita River. The neighboring Missouri Pacific and Rock Island railroads used prodigious amounts of gravel. When the company became well established and the state built a system of highways, the sand and gravel were hauled by trucks. The old cars and locomotives were run onto a spur track and abandoned.

The sides of the wooden camp cars were warped and broken, but still retained fading letters which proclaimed they once had been the property of Foley Brothers. At one time in their youth they had been painted a very distinct shade of green. They originally had been wood box cars and had square windows and hinged doors installed to convert them into bunk cars for work crews.

The identifiable engines bore circular number plates on the front of the smokeboxes as well as builder's plates. Engine No. 1 was an 0-6-0 from Davenport Locomotive Works at Davenport, Iowa, built 19 November 1913 with shop number 1466. Engine No. 5 was an 0-6-0, also from Davenport, in 1931 with shop number 2188.

Davenport began building locomotives in 1900. By the early 1950s only 2,000 engines had rolled out of the plant for export and industrial uses.

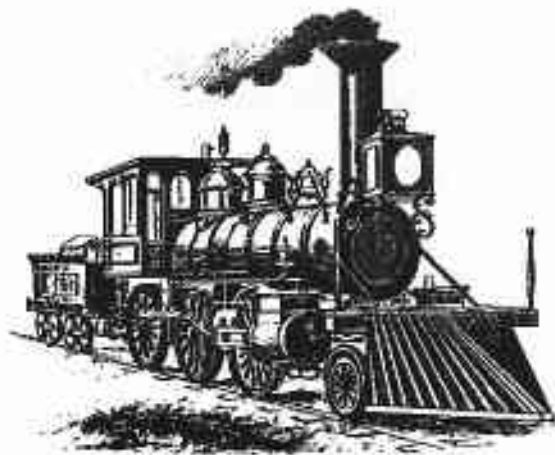
Following a dim trail through the woods, we emerged into a cleared area about five acres in size. Sitting there we found a badly weathered water tank, minus a spout. It was built of vertical wooden staves about 8 inches wide by approximately 10 feet high, bound with iron rod bands to form a circular tank perhaps 8 feet in diameter. It sat about 8 feet off the ground on a wood platform supported on metal columns. A tangle of vines and briars had climbed about half way to

the top. The area was covered with grass, vines and briars. The abandoned tank had served the long neglected locomotives.



A few days after this trespassing journey I wrote to the Malvern Gravel Company about the possibility of one the engines being donated to the city of North Little Rock for preservation. A brief note stated the engines were not available.

What happened to them? 🚂



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