

# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

VOLUME 32 NUMBER 9 SEPTEMBER 2001



Baseball "fans" standing on boxcars on tracks of the L&N main to Cincinnati, parallel to left field wall at Parkway Field, home of the Louisville Colonels baseball team in July 1939. (Eldon A. Behr photo)



## 1886 FRISCO Depot Museum

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## 2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)  
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
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)  
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (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  
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)  
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

## NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1<sup>st</sup> of each year, but you may pay at any time (membership will extend through the following year).

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

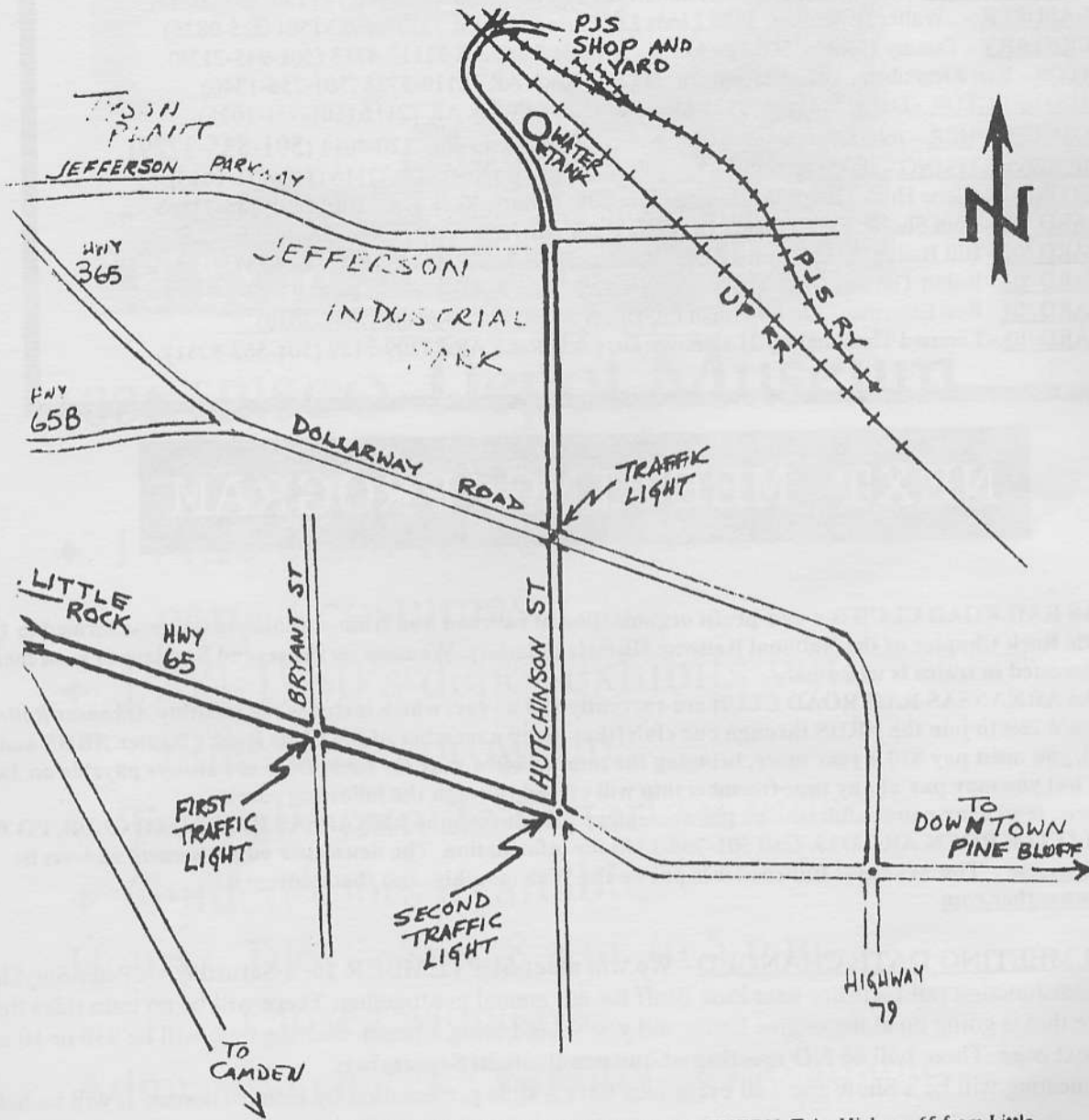
SEPTEMBER MEETING DATE CHANGED - We will meet SEPTEMBER 15, a Saturday, at Peter Smykla's Paperton Southern Junction rail facilities near Pine Bluff for our annual get-together. There will be no train rides this year, but we will have things going on at the engine house and you should bring a lunch. Starting time will be 9:30 or 10 a.m. A map is on the next page. There will be **NO meeting at our usual site in September.**

Our October meeting will be a Show and Tell event plus have a slide presentation by Robin Thomas. It will be held on October 14.

MEMBER NEWS - Our Treasurer, WALTER WALKER, had a heart attack August 4 and underwent quadruple bypass surgery August 6. He went home 4 days later and was recuperating as of the meeting date on August 12. Randy Tardy said he was doing as well as can be expected and was expected to have a full recovery. You can send him cards at his home address, 8423 Linda Ln, Little Rock AR 72227-5983.

RANDY TARDY retired July 20, 2001 from the Arkansas Democrat-Gazette after exactly 25 years there. He was a business editor and expert on transportation issues in Arkansas and the country. He loves trains, rivers and boats and his was one of the few reporters in Arkansas that wrote articles about transportation in the state. He also wrote about airlines. Generally, he emphasized the importance of moving goods and people to the economy of the state - he wrote about how the transportation industry affected everything we buy, sell or do. Charlie Scarbrough, a former

media co-worker and train and plane buff, put it this way: "When I look in the dictionary for the word transportation, I expect to see it spelled R-A-N-D-Y-T-A-R-D-Y."



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.

**2002 OFFICERS** - Yep, it's that time of year again to be thinking about our 2002 slate of officers. If you'd like to run for one or know of someone who does, contact our President John Hodkin, 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128).

**U.P. GOLF TOURNAMENT** - Our club will once again sponsor a hole at Union Pacific's Annual charity Golf Tournament in Little Rock.

**JOHN JONES**, our group's photographer, continues to have his photos published, both in official Union Pacific publications, and in railfan magazines and this year has one of his photos in the 2002 Dupont Calendar.

**TINSMAN?** - In reference to the mystery location of the Rock Island photo on page 12 of the June 2001 *Railroader*, Harold Cook of El Dorado thinks this location looks a lot like Tinsman, Arkansas where the Crossett Branch connects with the Louisiana main. The track on the left would be the House track, main track and in the weeds Crossett Branch. However, I'm not sure if Tinsman had a two-story depot.

**SLIDES/NEGATIVES NOW WELCOME!** - As of now, I can easily scan slides and 35mm negatives for use in the *Railroader* (free). If you'd like a CD-ROM of the scanned .jpg images, I can also do that for a small fee. If you have any railroad photos, slides or 35mm negatives (color or black and white) that you'd like to share, drop me a line, either at PO Box 9151, North Little Rock AR 72119 or email at trains@trainweather.com

**FINAL MOPAC INSTALLMENT** - After 26 installments, this issue marks the final installment of the Gene Hull researched "*Missouri Pacific Lines - A Corporate History*." This brings us to the end of the data Gene collected, and as was said at the beginning over 2 years ago, it only goes up to 1917 when Missouri Pacific became the name applied to all the lines. Although some of you didn't always want the *Railroader* taken up with this relatively "dry" material, at least a half dozen others sent comments thanking me for running it. Now you can find the complete history of the Missouri Pacific in the *Arkansas Railroader*, beginning with the July 1999 issue through the September 2001 issue.

While this was a rather major undertaking, I won't do this in the future. Instead I'll offer the data for anyone who wants it on a cost basis (10 cents per sheet, plus cost of postage). With this in mind, look at the page immediately following this final installment for a 1-of-16 page computer printout by state and year-built of the various Missouri Pacific System lines showing the original charter railroad, where built to and from, mileage and the year built. This was obtained by John Jones. If you'd like to have all 16 pages of this computer printout (**NOT** of the installments we've been running), the cost would be \$1.60 plus \$1.36 First Class postage (total of \$2.96). Make checks out to the Arkansas Railroad Club and mail to PO Box 9151, North Little Rock AR 72119.

**NATIONAL ORGANIZATION DUES INCREASE** - Arkansas Railroad Club membership continues to be \$20 a year. However, the National dues (NRHS) have risen to \$20 (from \$17). Family membership went up to \$3 a year from \$2. So, if you want to join or renew NRHS membership through our club, you'll need to pay a total of \$40 a year instead of \$37. If you can afford it, being a member of the national NRHS has it's benefits, the main one being the *Bulletins*, which have, in my opinion, become worth the price of NRHS dues. It's really become a neat and easy to read publication. So consider joining (you'll have to be a national member to run for office).

### 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 - READER #108 INSIDE PHOTOS** - Bill Bailey reported that he had received a call from Blacklands Railroad Co. asking for information on Reader 108. They have this engine now and the cab had apparently been canabalized at its former location. They

want pictures of the cab interior if any. Contact Bill: 8318 Reymere Dr, Little Rock AR 72227-3944.

**WANTED - MAE WEST MEANING** - I was referred to the Arkansas Railroader by J i m O g d e n o f

CottonBelt@yahoo.com. I have been researching the term Mae West and Jim said you had been discussing this on the web. Here's my question and what I've heard in response so far: I have been trying to confirm the meaning of the term "Mae West" among railroad travelers of the 1930s. Members of another list suggested that it referred to a specific model of cabin car, cupola, or caboose. My understanding was that it referred to a particular railroad line, and this was confirmed by a blues singer and former hobo who told me that the Mae West went from Alabama to Memphis to St. Louis, and that it ran on the CottonBelt line. According to another source, the Mae West ran from Waterloo, Iowa, to Hawthorne, Illinois, just southwest of Chicago, on the Illinois Central line, as far back as 1948. The term occurs in a 1937 Chicago recording by blues singer Sleepy John Estes from Brownsville, Tennessee, who sometimes hoboed to Chicago.

The lyrics in Estes' song, "Hobo Jungle Blues," are: "Now when I left Chicago, I left on that G&M - Then if I reach my home, I'll have to change over on that L&N - Now, I came in on here in that Mae West, and I put it down at Chicago Heights - But I eased over in hobo jungle, that's where I stayed all night."

Anyone who can help me identify Mae West, your help would be appreciated. John Estes is featured in a book I'm editing. Thank you. Sincerely, Jim O'Neal, BluEsoterica Productions & Archives, 3516 Holmes St., Kansas City, MO 64109, (816) 931-0383, [Rooster232@aol.com](mailto:Rooster232@aol.com)

**WANTED - COTTON BELT MOVIES** - Our club has become international due to

Internet exposure. Here is a request for Cotton Belt movies from someone in New Zealand who is modeling the Cotton Belt in Texas in HO:

"I would like to put a request for video/film of the Cotton Belt Railroad taken in the 1950, 1960s. Any amateur film suitable, sound not necessary. I have been searching for years without any luck. I model SSW based in Texas in the 1950s and 1960s." Charlie Harris, New Zealand, e-mail: [railroads@clear.net.nz](mailto:railroads@clear.net.nz)

**WANTED - ARKANSAS SOUTHERN INFO** - I am a railfan/model railroader from New Jersey. I recently was given a orange GP-7 Lettered "Arkansas Southern Railroad"? I cannot find this in any Short line Directories or books. Do you know if this is or was a real railroad or is it a modelers private scheme? THANKS FOR YOUR HELP! Bob S., [radio190@bellatlantic.net](mailto:radio190@bellatlantic.net)

**WANTED - ENGINE 101 INFO** - Hello, my name is Billy Joe Grace. I am a truck driver for Fruehuaf trailer services in Little Rock. I have been delivering trailers to the yard where the Gillom ? Railroad salvage used to be. Engine # 101 is there on a section of track that it was , I presume, displayed on at the Little Rock Zoo. I have always loved steamers & like many, have dreamt of operating my own locomotive. That is obviously out of the question. I just wondered if you could tell me a little more about it than what is on the plaque that was displayed with it. Do you know who actually owns it? Is it worth being restored? Thanks for your time. [ceg@cswnet.com](mailto:ceg@cswnet.com)

**WANTED - ROSTER** - Gene Semon is asking for a roster for the Big Rock & Stone (now 3M?) Railroad. He's trying to put together this roster for a friend. [gcsemon@ipa.net](mailto:gcsemon@ipa.net)

**WANTED - MARCH 15, 1897 WRECK DATA** - I know this is totally unrelated to your organization but I am trying to find an article about a train accident that happen around 15 Mar 1897 in Arkansas. Is there by any chance any book or magazine that would have information to railroad accidents in Arkansas during that year. If you could direct me to the right resource I would greatly appreciate it. My email address is: [nancy.sonderegger@cen.amedd.army.mil](mailto:nancy.sonderegger@cen.amedd.army.mil) or home email: [swagontrailfarm@aol.com](mailto:swagontrailfarm@aol.com) Thank you for your time. Nancy Sonderegger

**WANTED - SEVEN RAILROAD WONDERS OF THE WORLD** - I would like to know what the seven wonders of the railroad world are. We have identified the Tehachapi Loop (in California) and the Keddie Wye Bridge (in California) as two of them, but we're stumped as to what the other five are. The librarian with whom the question originated has been searching for over 6 months. In our office, we have also searched everywhere. Does anyone have any ideas or leads on this? Any suggestions or help you can provide would be greatly appreciated! Many thanks in advance, Natasha Kahn, San Joaquin Valley Information Service, 559-488-3229 (tel) / 559-488-2965 (fax), [nkahn@sjvls.lib.ca.us](mailto:nkahn@sjvls.lib.ca.us)

## 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 discontinue service over portions of the Boulder Industrial Branch from m.p. 18.79 near Eagle Mills to m.p. 31.0 near Valmont, Colorado, a distance of 12.21 miles. It includes the station of Eagle Mills. Final decision by October 19, 2001. (STB Docket No. AB-33, Sub No. 182X, decided July 12, served July 20, 2001)
- KANSAS - UNION PACIFIC** - To abandon 1.07 miles of the Topeka Industrial Lead from m.p. 406.53 to m.p. 407.60 in Topeka, Kansas. Effective August 25, 2001. (STB Docket No. AB-33, Sub No. 180X, decided July 12, served July 26, 2001)
- LOUISIANA - LOUISIANA & DELTA RAILROAD, INC.** - To abandon a 3.08 mile portion of the Salt Mine Branch line between m.p. 6.72 and m.p. 9.8 in Iberia Parish, Louisiana. Effective August 25, 2001. (STB Docket No. AB-318, Sub No. 5X, decided July 18, served July 26, 2001)
- MASS - NEW YORK CENTRAL LINES, LLC** - To abandon 4.17 miles of line between m.p. QBH-2.60 near Sherborn and m.p. QBH-6.77 near Holliston, MA. Effective September 1, 2001. (STB Docket No. AB-565, Sub No. 2X, decided July 25, served August 2, 2001)
- MINNESOTA - DULUTH, MISSABE AND IRON RANGE RAILWAY CO.** - To abandon a 1.3 mile line known as the Hull Rust Line, from m.p. 14.8 to m.p. 16.1 in the city of Hibbing, Minnesota. Final decision by November 6, 2001. (STB Docket No. AB-101, Sub No. 16X, decided August 1, served August 8, 2001)
- MASS - NEW YORK CENTRAL LINES, LLC** - To abandon 1.91 miles of line between m.p. QBY-0.59 and m.p. QBY-2.50 in Pittsfield, MA. Effective September 12, 2001. (STB Docket No. AB-565, Sub No. 3X, decided August 3, served August 13, 2001)

## ARKANSAS RAIL NEWS

## GENERAL RAIL NEWS

### "IRON SILK ROAD"

Russia President Vladimir Putin has urged North Korea to resume work connecting a rail line with South Korea and then connecting this road to Russia and Europe. This would be the first time in 50 years that one railroad would connect Korea with Europe. Russia tends to gain because the Korean line would link with the famous Trans-Siberian Railway (making one heck of a long trip). North Korea uses rail to carry 90 percent of its goods and people. The line uses 80 percent electrical. (Thanks to Dan Barr)

*Ketchup was sold in the 1830s as medicine.*

### O. WINSTON LINK MUSEUM

(Roanoke) - The renovation of the old Norfolk and Western passenger station in Roanoke will include an addition to house an O. Winston Link museum, having 280 of his famous black and white, flashbulb-lit photographs of steam trains on the N&W. Link died in January 2001 at 86. (Roanoke Times, August 18).

### ROCK ISLAND BOARDING HOUSE

### DESTROYED

(Shawnee, Oklahoma) - An old apartment building that once housed Rock Island crewmen in Shawnee, burned July 24, 2001 and cannot be repaired. It will be razed. It was used even today as housing. The two-story building on the outskirts of Shawnee is known by local residents as the Rock Island House because of its nearness and use as crew lodging when the Rock was active.

## COMMUTER RAIL IN KANSAS CITY?

The image below is of the proposed commuter rail system in the Kansas City area. Thanks to Jim Johnson.



## LOW CROSSING ACCIDENT RATE

A record low 66 collisions between cars and trains were reported in Missouri in 2000, due in good part to Operation Lifesaver's efforts to reduce such accidents via education. Nineteen collisions occurred at private crossings. (Thanks to Jim Johnson-edited *Missouri Crossings*)

## AMTRAK NEWS

### EAGLE DERAILMENT

(Sabula, Missouri) - The southbound Texas Eagle derailed in a remote location in southeast Missouri late Saturday night, July 29 due to flooding. Several cars of the 19-car train were on their sides. Injuries were minor. (Thanks to Daryl Stout)

### AIRLINE STATS

According to Robert Kuttner of the Washington Post, in Chicago 40 percent of flights are less than 300 miles and in San Francisco half are less than 300 miles. He stated that if Amtrak replaced shuttle flights between Washington, New York and Boston, it would free about 60 takeoff and

landing slots every hour.

He refers to the above statistics as a case for Amtrak getting more government investment. He is quoted: "What's preventing a modern high-speed rail system is warped budget priorities and the influence of two major lobbies: the highway coalition (autos, oil, truckers and construction companies) and airport interests (aircraft manufacturers and airlines)."

### MORE PRO-PASSENGER TRAIN STATS

From the "Friends of Amtrak" online newsletter, comes the following interesting facts: Drivers in Los Angeles spend an

average of 56 hours a year stuck in traffic. The average for all urban areas is 36 hours a year. "Trains go just as fast full as empty."

### ROAD SPENDING

According to an article in the July 25, 2001 *Arkansas Democrat-Gazette* by Associated Press's Jonathan D. Salant, Federal spending on roads grew from \$49 billion to \$58 billion between 1997 and 1999. This sum came from the Road Information Program, a research group financed by the construction industry.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS



**MISSOURI - ST LOUIS** - October 5-7 - Missouri Pacific Historical Society's 21<sup>st</sup> Annual Meeting. Advance registration by September 15<sup>th</sup> is \$22, \$25 at the door. Non-members \$35. A \$10 rebate will be given on payment of dues for one year in the MPHS. Swap Meet Tables are \$25 each (one table FREE to MPHS members). To rent a table, send Name, Address, Badge name, City, State and email to Jerry Howe, 2001 Annual Meeting Chairman, 1601 St Mary's Lane, Festus, MO 63028-1558. The meeting will be held at the Best Western Diamond Inn, 2875 Highway 100, Villa Ridge, Missouri 63089, close to the tunnel at Gray Summit MO, right off I-44, exit 253, about 35 miles southwest of St Louis. For reservations, call 636-742-3501 for special rates.

**ARKANSAS - JACKSONVILLE** - October 13 - The Third Annual Arkansas Valley Model Railroad Club Train Show at the Jacksonville Community Center. Admission is \$3 and it opens at 10 a.m.

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues).

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is [trains@trainweather.com](mailto:trains@trainweather.com).

I thought the following story from the August 18 Anchorage, Alaska Daily News was interesting and says a lot about what railfans are:

### **Man's love of railroad remembered TRAINS: Family and friends dedicate a bench in his memory.**

A bench made of a few wooden planks might seem like a simple thing. But the Train Watching Bench dedicated July 31 represents the lifetime of both a country, America; and a man, Ken C. Brovald.

The planks in Brovald's life were railroad ties -- his life revolved around the world of trains. That's why his wife and friends dedicated the Train Watching Bench in the memory of Brovald, who died Jan. 23 last year.

Brovald grew up loving trains, according to his wife, Arlene. For a small-town boy from the

Midwest, they represented the larger world and, on a personal level, adventure and possibility.

"Growing up in North Dakota, the shriek of a train whistle was a signal to view the world," is found in a collection of Brovald's folksy testimonials to trains. "Once I heard it, my imagination would not rest."

Fun in the Dakotas in the 1940s meant hanging out at the depot. Brovald was intrigued with the telegraph, and that developed into his career. Between 1948 and 1959, he worked in dozens of depots in the Midwest, running the telegraph.

Arlene described their years working the "extra board," with Chicago Northwestern Railroad, when Ken substituted as a telegraph operator. It was a lifestyle of living in rooming houses, small-town hotels or even the depots themselves.

"We cooked hot dogs, pork and beans and coffee on the potbelly stove in the depot and slept on an Army cot," she said. Ken eventually got a permanent job and worked for Chesapeake and Ohio, St. Louis Southwestern Railway and the Association of American Railroads during his 24-year railroad career.

References to the American past are like dust in the interstices of a biographical sketch of his life that his wife wrote: cream cans, radio abolishing telegraph jobs, the 40-hour work week, night school, the extra-board, bidding for positions, copying telegraph at 15 words per minute. It's the bio of a grandparent's generation, where every kid wanted an American Flyer model train for Christmas, where every dime was hard-fought. Alaska was the end of the line in Brovald's train career. He and his wife came here in the mid-'70s, after their sons, Russ and Scott, were grown. He came to work in transportation on the trans-Alaska oil pipeline. In 1981, he bought a gift store, Alaska Treasure Shop, on Fourth Avenue, that he ran for about 10 years.

But the clickity-clack of the rails continued to haunt Brovald, or as his wife puts it, "Train men are a breed all in themselves."

Brovald installed an S gauge Alaska Railroad model layout that ran around the shop. He sold hand-painted Alaska Railroad model trains there. Brovald spent the quiet days going through photographs and created a book called "Alaska's Wilderness Rails." He also wrote several articles and another book, "Silent Towns on the Prairie." During his life, he rode Amtrak, Canadian Rails, the TransSiberian Railroad and the Indian Pacific in

Australia.

Brovald went full time with his interest after selling the gift shop and retiring in 1990. He worked on his model trains, both S gauge and HO gauge, and developed a large library of railroad books.

He installed train pictures and posters in the stairwell at the family's Jewel Lake-area home, along with an alarm clock and phone with train whistles. He gathered other knickknacks and wore an engineer's cap sometimes. He collected an estimated 1,000 train books that Arlene is in the process of selling.

When Brovald wasn't reading or writing about trains, he'd talk about them with his friends in the Military Society of Model Railroad Engineers. When he wasn't reading, writing or talking about them, he was listening to hear them coming down the track.

"Toward the end, he was hard of hearing, but a train whistle, he could hear for miles in the middle of the night. He could hear the trains going across Dimond over there. Whenever he heard them, I wouldn't even know one was near. He'd pull off to the side of the road and we'd have to wait to see it go by."

Arlene Brovald decided to make a tribute to her husband and his interest. The bench was the

idea of a friend, Heather Calkins, whose 9-year-old son once enjoyed Brovald's trains. Calkins had a dream about Brovald after he died that inspired the bench project.

"He'd come to her and said he was OK and that he'd like to have a place where people could watch trains," Brovald said. The idea took off and gained enthusiasm among Brovald's fellow model trainers, members of his Jewel Lake Carrs coffee klatch and other friends. The organizers had to jump through various municipal hoops to do the project, but finally it was ready for the dedication.

About 40 people turned out on a warm, cloudy day for the dedication, which included bagpipe music, dedication by the Revs. Jim and Kay Shock of Jewel Lake Parish, readings from Brovald's train aphorisms and a railroad prayer.

"A train came as we were about to begin, and after it was over another one came," Arlene Brovald said. Arlene says she goes downtown to the bench often. "When a train goes by, everybody runs to watch -- little kids, big kids, everybody. There are coal trains, gravel trains, the Whittier train. There's always somebody sitting on the bench. We get to chatting, and I tell them, That's my husband's bench.' You get a neat conversation going -- usually about trains."

## REMEMBERING THE CONFRONTATIONS

by: P. B. Wooldridge

Received a letter from our friend P. B. Wooldridge on August 2 stating that he had fallen, but was still good for one mph with the aid of a walker. His letter is printed here, plus this story "Remembering the Confrontations."

"Love those color pictures in the August issue. The track configuration on the SLSF at Teed, Missouri is very interesting.

Many moderns think we had Peace and Tranquility on the railroad back in the 1920s and 1930s and later but we had our daily dissents, serious back then but laughable today.

Most problems involved train orders which is one reason I wrote REMEMBERING TRAIN ORDERS (*to be printed in a future issue*). Remember we operators more often than not copied them with a speeding train heard in the distance. I recall handing up carbons and all, not having time to separate them

Seems that EVERYTHING HAS CHANGED. I collected old coins for 45 years, and reluctantly sold them recently. I could write a book on my numismatic experiences. I had one valuable coin, a 1797 half cent returned. They used AK (*Alaska*) instead of AR (*Arkansas*), and the coin would up in Alaska, and it was a month before I got it back.

I have very fond memories of the Old Timers. They might have been "rough" but they were all very brave and rugged, devoted railroad men, a special breed.

Keep up the good work.” - P. B. Wooldridge (I’ve tried to add pathos, humor and individuality).

Here’s the story *Remembering the Confrontations*:

Reminiscing about the GOOD OLD DAYS, we always recall the arguments we had, not only on the railroad but in every walk of life. Back then it was a serious matter, but today we can laugh about it.

One morning back in 1970 a company carrier arrived in Lewisville from Texarkana, carrying six crewmen who were to pick up orders, then proceed to Bradley, 19 miles south on the Shreveport Subdivision. There they were to pick up a 120-car freight which had been set out on the siding at Bradley.

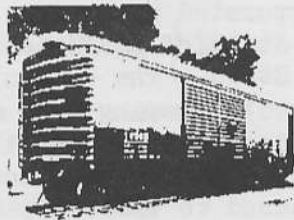
I was very busy copying orders for their train when they entered the office in a very boisterous and noisy manner. After i had requested quiet three times, complaining to the Dispatcher that I couldn’t hear, I removed the headphone from my head. The crew had been looking over my shoulder, reading the train orders. I stood up and gently shoved the Engineer, who was closest, on the shoulder and diplomatically asked them to leave the room, into an adjacent room. I later cleared the train and delivered the orders to the crew, whereupon the Engineer pointed his finger at me and said: “I’m going to report you for the action you’ve just taken!”

I replied: “Sir, if you do, I’ll report you for interfering with an operator while he’s copying train orders, which is a matter of life and death!”

I never heard further about the incident.

That’s the way it was. ☺

## Your Best Friend on THE HIGHWAY



AMERICA'S RAILROADS move more tons of freight more miles than all other forms of transportation combined. And they move nearly five times as many ton-miles as all inter-city trucks put together.

Now—that is tremendously important to you, because if any considerable part of this railroad traffic were to move on the public highways just imagine what you as a motorist would be up against. Yes, freight movement by rail means more fun and safety for when you are driving, in addition to longer life and lower maintenance costs for the highways you pay for with your taxes.

This is but one way in which America's railroads make it possible for you to enjoy your automobile. Your car could not even have been built without a lot of railroad transportation. Auto assembly lines demand a tremendous flow of frames, motors, bodies, wheels and tires. And it is the railroads that must deliver those parts just as they deliver the raw materials from all over the country that went into the manufacture of those parts.

What is true of your automobile is also true of most everything else you buy and use at home and at work. Transportation is an essential ingredient. And only the railroads can provide the high volume of low-cost transportation which is the cornerstone of America's mass production and mass consumption.

This too is important to remember—you don't pay one penny in taxes for the benefits you receive every day from the privately owned steel highways of America's railroads.

**MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 26 (FINAL) - Gene Hull**  
**(this is the end of the documentation on Missouri Pacific's Corporate History - it goes to 1917, when Missouri Pacific became the official name of it's entire system).**

Purchased Lines

12

Company operated the line by virtue of stock ownership until formally purchased by deed dated March 12, 1913. After this conveyance the organization of the M. & H. Ry.Co. was no longer maintained and ceased to exist.

Termini: From "Marion West Connection" (with C.B. Electric Ry.) to "Marion East Connection", 2400 feet east of I.C. crossing near Marion, Illinois.  
 Mileage ..... 1.97

~~Color on accompanying map - V. 66, p. 114, 115, 117.~~

35. Marion and Johnston City Railway Company:

Incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, August 7, 1905. This company was organized and its capital stock owned by the Iron Mountain Company, who built the line (Completed to Johnston City, 5.97 miles, in 1907, and to present end of track, 1.02 miles, August 1, 1911) and operated the same by virtue of stock ownership until formally purchased by deed dated March 12, 1913, after which the organization of the M. & J.C. Ry.Co. was no longer maintained and ceased to exist.

Termini: From "Marion East Connection" 2400 feet east of I.C. R.R. crossing near Marion to end of track 628 feet north of H.B. to ice plant spur at Johnston City, Illinois. Mileage ..... 6.99

~~Color on accompanying map - Contine. No. 112.~~

36. Johnston City Connecting Railway Company:

Incorporated by articles of incorporation filed in the office of the Secretary of State of Illinois, December 4, 1911, under the general railroad laws of that State. The company was organized and its capital stock owned by the Iron Mountain Company, who also built and operated the line until formally purchased by deed dated March 12, 1913. Line completed June 22, 1912. After this conveyance the organization of the J.C. Conn. Ry.Co. was no longer maintained and ceased to exist.

Termini: From "Connection Johnston City (North) Spur" at Oak Ridge Mine to H.B. "Connection M. & J.C. Ry." 0.36 mile east of C. & E. I. R.R. crossing at Johnston City, 1.86 miles; and "Johnston City West Wye," 0.19 mile. Total mileage ..... 2.05

~~Color on accompanying map - Streams, No. 114 and 115.~~

Total Mileage of Purchased Lines ..... 2189.10

# ARKANSAS RAILROADER

## V. OTHER MILEAGE CHANGES

	<u>Addi-</u> <u>tions</u>	<u>Deduc-</u> <u>tions</u>
1. <u>Varner Branch</u> (L.R.M.R. & T. Ry.) <del>See page 95</del> : Abandoned in 1894 .....		4.87
2. <u>Broadway to Vulcan St.</u> (St.L.I.M. & S. Ry.) <del>See page 97</del> : Sold to The Mo.Pac.Ry.Co. in 1904 .....		0.11
3. <u>Coffeyville to State Line</u> (K. & A.V. R.R.) <del>See page 100</del> : Sold to The Mo.Pac.Ry.Co. in 1910 .....		2.41
4. <u>St.L. &amp; S.F. Connection at Van Buren</u> (L.R. & Ft.S.Ry.) <del>See page 97</del> : Track changes in 1910 .....		0.15
5. <u>East &amp; West Branch Connection at Gorham</u> (E. & W. Ill.Ry.) <del>See page 97</del> : Headblock moved back in 1910 .....	0.13	
6. <u>Pine Bluff Branch Connection at Pine Bluff</u> (P.B. & W. R.R.) <del>See page 100</del> : Transferred from side track to main line mileage in 1910 .....	0.31	
7. <u>Monroe Branch Connection at Monroe</u> (L.R. & M. Ry.) <del>See page 97</del> : Transferred from side track to main line mileage in 1910 .....	0.63	
8. <u>Coal Hill Branch</u> (L.R. & Ft.S.Ry.) <del>See page 95</del> : Extended in 1911 .....	0.31	
9. <u>Pine Bluff Branch</u> : Remeasurement in 1912 .....		0.11
10. <u>Little Rock to Lake Charles Line</u> (St.L.W. & G. Ry.) <del>See page 97</del> : Remeasurement at Lake Charles in 1912 .....	1.42	
Remeasurement, Tioga to Lake Charles, in 1915 .....		1.71
End of River Track at Alexandria abandoned in 1914 .....		0.08
11. <u>Womble Branch</u> (G. & Ft.S.Ry. and G. & Ft.S.N. R.R.): Remeasurement in 1914 .....	0.51	
12. <u>Memphis Branch</u> <del>See page 97</del> : West Memphis Spur abandoned in 1915 .....		0.79
<b>Totals</b> .....	<b>3.31</b>	<b>10.23</b>
<b>Net deductions</b> .....		<b>6.92</b>

Summary of Mileage Owned

14

Original Consolidation .....	684
Constructed Lines .....	316.98
Purchased Lines .....	2189.10
Other Mileage Changes .....	(Deduct) 6.92
 Total Mileage Owned .....	 3184.14

VI. LINES CONTROLLED THROUGH STOCK OWNERSHIP

1. Coal Belt Electric Railway Company:

This company was incorporated by articles of incorporation filed in the office of the Secretary of State of Illinois, May 28, 1901, under the general railroad laws of that State, by F.S. Peabody, of the Peabody Coal Company, and associates. As originally constructed, the line extended from Spillertown through Marion and Fordville to Carterville, and from Fordville to Herrin, terminating at the Illinois Central crossing. About September, 1907, the line was extended from the I.C. crossing at Herrin to a connection with the Herrin Ry. at North Herrin, Illinois. During April, 1907, after the completion of the Marion & Harrisburg Railway, the company established service over that line from the I.C. crossing at Brick Plant into Marion (near I.C. depot), and then abandoned and took up that part of their line from Spillertown through Marion City Square to the I.C. crossing at Brick Plant. Franchise rights through the city of Herrin (Ordinances Nos. 32, 33, 72 and 76, City of Herrin) provide for an electric railway for general traffic except coal and prohibit the use of steam locomotives.

In the minute book of the directors of this company, meeting of August 10, 1904, there appears a statement that the property of the company was operated by the Coal Belt Ry.Co. under lease. The terms of this lease are unknown, as there is no copy on file, and diligent efforts to obtain same from the former owners of the company have been unsuccessful.

In December, 1904, the Iron Mountain Company acquired the entire capital stock of both these companies and took over the operation in January, 1905. The latter company has since purchased the property of the Coal Belt Railway Company ~~Company~~, but continues to operate the Electric Company, by virtue of stock ownership, as a separate company. The line was completed about July, 1902; exact date not available.

Termini: From H.B. connection at Marion Junction to "H.B. Herrin Extension" at Energy, 3.12 miles; from end of track at Carterville to Herrin Branch connection at East Carterville, 4.40 miles; Marion Junction, west wye, 0.17 mile; and from Herrin Branch connection at East Carterville to connection with Marion, west connection, 5.74 miles. Total mileage, 13.41

2. Fort Smith Suburban Railway Company:

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, July 29, 1902. Its line of road, comprising a belt line, all in the city of Fort Smith, Arkansas, was completed about January, 1903. The company was organized by outside parties and the Iron Mountain Company acquired a majority of the capital stock in February, 1903, and has since operated the line by virtue of stock ownership.

Termini: From "Ft. Smith Suburban Connection" at Fort Smith to end of track.  
Mileage ..... 6.7

Total Mileage Controlled Through Stock Ownership ..... 20.1

# ARKANSAS RAILROADER

## VII. LEASED LINES

### 1. Cairo and Thebes Railroad Company:

Entire line, from connection with Southern Illinois & Missouri Bridge Co. track at Thebes, Illinois, to end of track at Cairo, Illinois. Mileage .... 24.52 Indicated on map by blank double lines No. (1). Leased to St.L.I.M. & S. Ry.Co. for 99 years from March 1, 1911; consideration, lessee guaranteeing 4% interest on bonds issued for cost of road not exceeding \$2,000,000, also payment of taxes.

#### History

Incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, September 28, 1905. Constructed line was completed August, 1910. The Iron Mountain Company acquired the capital stock in December, 1912, but continues to operate same under the lease of March 1, 1911.

### 2. Little Rock Junction Railway:

Entire line, from connection with St.L.I.M. & S. Ry.Co. on township line, center of Main Street, Argenta, Arkansas, to connection with St.L.I.M. & S. Ry.Co. near south end of freight depot at East Little Rock, including bridge across the Arkansas River. Mileage ..... 0.59  
~~Indicated on map by blank double lines No. (2)~~ Leased to St.L.I.M. & S. Ry.Co. by indenture dated January 1, 1890, for 50 years, subject to termination upon 30 days' notice by either party. Consideration, maintenance of the property and corporate organization and interest on First Consolidated Mortgage Bonds.

#### History

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, December 8, 1883, for the purpose of constructing a railroad bridge across the Arkansas River at Little Rock, Arkansas, together with the approaches, for the purpose of connecting the Little Rock & Ft. Smith Railroad and the Little Rock, Mississippi River and Texas Railway. The right to bridge the river was acquired by transfer from the Little Rock and Fort Smith Railway by contract dated December 8, 1883. The Iron Mountain Company owns 3980 of a total issue of 4000 shares of the capital stock, but operates the line under the lease mentioned above. The line was opened for operation December 9, 1884.

### 3. The Baring Cross Bridge Company:

Entire property, being a railroad, wagon and foot bridge across the Arkansas River between Little Rock and Baring Cross, Arkansas, the track on which is owned by the Iron Mountain Company. Mileage ..... 0.20 Indicated on map by blank double lines No. (r). Leased to St.L.I.M. & S. Ry.Co. April 19, 1881, for 50 years from January 1, 1881; consideration, the lessee company to receive all earnings and to pay (1) taxes, maintenance and renewals; (2) dividends on capital stock and interest on mortgage bonds; and (3) \$500 per annum for maintenance of organization of the lessor company.

History

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, April 8, 1873. The bridge was completed December 20, 1873. The Iron Mountain Company owns 1500 of a total of 5600 shares of the capital stock.

Total Mileage of Leased Lines (not including Baring Cross Bridge) ..... 25.11

VIII. TRACKAGE RIGHTS OVER LINES OF OTHER RAILROADS1. Main Line, St. Louis to Clayton Junction:

(a) Terminal Railroad Association of St. Louis, from Union Station, St. Louis, Mo., to Relay Depot, East St. Louis, Ill. Mileage ..... 3.18  
~~Indicated on accompanying map by double broken lines, Nos. (2) and (3).~~ There is no written agreement covering this mileage, the Iron Mountain Company being one of the proprietary companies in the Terminal Association, the expenses of which are divided on a wheelage basis.

(b) Baltimore and Ohio Southwestern Railroad Company, from East St. Louis Relay Depot to "L. & N. and B. & O. Junction" at East St. Louis. Mileage ..... 0.28  
~~Indicated on accompanying map by double broken lines crosshatched, No. (4).~~ Agreement dated August 21, 1902, expiration on six months' notice; consideration, \$166.66 per month.

(c) Louisville and Nashville Railroad Company, from "L. & N. and B. & O. Junction" to "Outer Belt Junction" at East St. Louis, Ill., 1.85 miles, also East St. Louis Freight Depot Spur, 0.71 mile. Total mileage ..... 2.56  
~~Indicated on accompanying map by double broken lines, Nos. (5) and (6).~~ Agreement dated March 15, 1902, expires January 26, 1930. Consideration, proportion of agreed valuation on a wheelage basis.

(d) Illinois Transfer Railroad Company, from "Outer Belt Junction" at East St. Louis, Ill., to Valley Junction, Ill. Mileage ..... 2.63  
~~Indicated on accompanying map by double broken lines crosshatched, No. (7).~~ Agreement dated March 15, 1902, between Terminal Railroad Association of St. Louis and St. Louis Valley Ry., and supplement dated June 8, 1904. Expiration on 30 days' written notice. Consideration, \$312.50 per month and proportion of maintenance and taxes on wheelage basis.

(e) Southern Illinois and Missouri Bridge Company, from connection at North Junction, Ill., to connection with St. L. S. W. Ry. Co. at Illmo Junction, Mo. Mileage ..... 4.58  
~~Indicated on accompanying map by double broken lines crosshatched, Nos. (8) and (9).~~ Agreement dated November 1, 1901, expires November 1, 1951. Consideration, payment of published tariffs and guarantee of proportion of any deficit that may accrue, divided equally between the railroads using the bridge.

(f) St. Louis Southwestern Railway Company, from connection with Southern Illinois & Missouri Bridge Company track at Illmo Junction, Mo., to St. L. I. M. & S. (Helena Branch) crossing at Paragould, Ark. Mileage ..... 110.32  
~~Indicated on accompanying map by double broken lines, Nos. (10) and (11).~~ Agreement dated September 8, 1904, expiration one year's written notice. Consideration, \$32,984.00 per annum, payable monthly, for line between Illmo and Dexter, and \$44,324.00 per annum, payable monthly, for line between Dexter and Paragould, and other considerations.

Total Foreign Mileage, St. Louis to Clayton Junction ..... 123.55



# ARKANSAS RAILROADER

## Trackage Rights

### 2. Memphis Branch:

(a) Kansas City and Memphis Railway and Bridge Company, from connection with Memphis Branch at Bridge Junction, Ark., to connection with Union Railway at Memphis, Tenn. Mileage ..... 2.17  
~~Indicated on accompanying map by double broken lines, Nos. (1) and (2). No~~  
 written agreement; Bridge Company collects 25 cents for passengers and charges Railroad Company \$1.00 per car.

(b) Union Railway Company, from connection with K.C. & M. Ry. & B. Co. to St.L.I.M. & S. Freight Depot at Calhoun Street, 0.49 mile, and from connection with freight depot track to connection with Memphis Union Station on Broadway, 0.30 mile. Total mileage ..... 0.79  
~~Indicated on accompanying map by double broken lines as described, Nos. (1) and (2).~~  
 Agreement dated October 1, 1909, expiration on ninety days' notice. Consideration, payment of lessor company's obligations to its lessor, the Iron Mountain Railroad Co. of Memphis, and other considerations.

(c) Memphis Union Station Company, from connection with Union Railway Company on Broadway to end of track in Union Station. Mileage ..... 0.48  
~~Indicated on accompanying map by double broken lines, No. (1).~~ Agreement dated November 1, 1909, and supplementary agreements of October 15, 1913, and November 1, 1913, expiration November 1, 1959. Consideration, proportion of taxes and operating expenses, and proportionate guarantee of interest on bonds, on wheelage basis.

Total Foreign Mileage, Memphis Branch ..... 3.44

### 3. Marianna-West Memphis Line:

Chicago, Rock Island and Pacific Railway Company, from connection at Hurlburt, Ark., to Hopefield Junction connection. Mileage ..... 3.90  
~~Indicated on accompanying map by double broken lines, No. (1).~~ Agreement dated February 1, 1913, expiration on one year's written notice. Consideration, 55 to 65 cents per train mile and proportion of all additions and betterments.

### 4. Fort Smith Branch:

Fort Smith & Van Buren Bridge Company, from St.L. & S.F. north connection 29 feet north of St.L. & S.F. crossing at Van Buren to St.L. & S.F. south connection between Arkansas River Bridge and Ft. Smith, Ark. Mileage ..... 1.39  
~~Indicated on accompanying map by double broken lines, No. (1).~~ Agreements dated November 24, 1885, and November 2, 1891, expiration March 31, 1916. Consideration, for each engine or passenger car \$2.00, for each freight car \$1.50, with a minimum charge of \$12,000 per annum.

### 5. Main Line, Little Rock to Lake Charles:

Texas and Pacific Railway Company, from "T. & P. Junction" (north) to "T. & P. Junction" (south), all at Alexandria, La. Mileage ..... 0.61  
~~Indicated on accompanying map by double broken lines, No. (1).~~ Agreement dated

Trackage Rights

August 1, 1892, being a "Joint Station Agreement," by the terms of which each company pays one-half the cost of operation and maintains its own property. Expiration July 31, 1942.

6. Pennsylvania Anthracite Railroad Company:

From connection with main line at "P.A. Connection" 2.89 miles south of Hartman, Ark., to end of track in coal mine. Mileage ..... 0.33  
~~Indicated on accompanying map by double broken lines, No. 121.~~ Agreement dated March 15, 1910, term 30 years. Consideration, \$50 per annum for first 5 years, and \$2 per annum thereafter.

Total Mileage of Trackage Rights ..... 133.22

Summary of Mileage

Mileage Owned .....	3184.14
Mileage Controlled Through Stock Ownership .....	20.15
Mileage Leased .....	25.11
Mileage Operated Under Trackage Rights Agreements .....	<u>133.22</u>
	3362.62

RECORDS.

The records of all the corporations mentioned as still in existence in this History are kept at St.Louis, Missouri. Mr. F.W. Irland, Assistant Secretary, Room 1143, Railway Exchange Building, is custodian of all the corporate records, and Mr. J. G. Drew, Chief Accounting Officer, Room 906, Railway Exchange Building, is custodian of all accounting records of these companies.

THE FOLLOWING IS A LISTING OF MISSOURI PACIFIC SYSTEM LINES SHOWING THE ORIGINAL CHARTER RAILROAD, WHERE BUILT TO AND FROM, MILEAGE AND THE YEAR BUILT. ALL EFFORTS HAVE BEEN MADE TO INSURE ACCURACY, HOWEVER, IF A DISCREPANCY IS NOTED, PLEASE INFORM THE COMPUTER DRAFTING ENGINEER, MARK BESS, ROOM 1000, EXT. 4991, OMAHA, NE.

LINE CONSTRUCTIONS

If you'd like to have all 16 pages of this computer printout summary of MoPac's predecessor lines, the cost would be \$1.60 plus \$1.36 First Class postage (total of \$2.96). Make checks out to the Arkansas Railroad Club and mail to PO Box 9151, North Little Rock AR 72119. No more of these pages will be printed in the newsletter.

STATE OF ARKANSAS

RAILROAD	FROM..... TO	MILEAGE	YEAR BUILT
MO&RR RR.	CHICOT TO ARKANSAS CITY TO COLLINS	27.57	1870
LRPB&NO RR.	PINE BLUFF TO VARNER TO CHICOT	64.74	1870
LR&FS RR.	NORTH LITTLE ROCK MP 343.6 TO PRESTON MP 367.51	24.09	1870
LR&FS RR.	PRESTON MP 367.51 TO LONDON MP 425.48	57.97	1871
LR&FS RR.	LONDON MP 425.48 TO KNOXVILLE MP 433.6	8.12	1872
AC RWY.	HELENA TO MARVELL	25.00	1872
AC RWY.	MARVELL TO CLARENDON	22.57	1873
*****	NOTE: THE AC RWY. WAS CONSTRUCTED FROM HELENA WEST FOR 25.00 MILES AS 3' GAUGE, CHANGED TO 3'6" IN 1873. REMAINDER OF LINE TO CLARENDON WAS BUILT AS 3'6" GAUGE, AND ENTIRE LINE CHANGED BACK TO 3' GAUGE IN 1883. THE LINE WAS COMPLETELY STANDARD GAUGED IN 1887.		
LR&FS RR.	KNOXVILLE MP 433.6 TO CLARKSVILLE MP 444.4	10.47	1873
C&F OF ARK.	MO. - ARK. STATE LINE TO TEXARKANA	304.99	1873
*****	NOTE: THE C&F OF ARK. WAS ORIGINALLY BUILT AS 5' GAUGE, EXCEPT 60 MILES FROM RUSSELL TO ARGENTA, BUILT AS 4'8 1/2" GAUGE AND LATER CHANGED TO 5'; A CAR HOIST WAS USED AT TEXARKANA TO CHANGE TRUCKS ON CARS GOING THROUGH TO STANDARD GAUGE T&P RWY. C&F OF ARK. GAUGE MADE STANDARD ON 6-28-1879		
LR&FS RWY.	OZARK MP 463.23 TO CLARKSVILLE MP 444.4	23.27	1877
LR&FS RWY.	SL-SF CONN. MP 504.4 TO FT. SMITH DEPOT MP 508.0	4.16	1879
LR&FS RWY.	VAN BUREN MP 498.17 TO OZARK MP 463.23	34.94	1879
LRMR&T RWY.	VARNER TO HALLEY	39.18	1879
LRMR&T RWY.	TRIPPE JCT. TO ARKANSAS CITY	7.82	1879
LRMR&T RWY.	COLLINS TO WARREN	31.43	1879
W&H RWY.	HOPE TO WASHINGTON (LINE BUILT AS A TRAMWAY WITH WOODEN RAILS ON 3' GAUGE, RELAID WITH IRON IN 1880, MADE STANDARD GAUGE IN 1882)	9.32	1879
LRMR&T RWY.	PINE BLUFF TO LITTLE ROCK	43.11	1880
IM&H RR.	HELENA TO MARIANNA (LINE BUILT AS 3'6" GAUGE, CHANGED TO STANDARD IN 1881)	25.00	1880
LR&FS RWY.	QUITA BRANCH	0.42	1880
LR&FS RWY.	WARDS (2.47 MI W OF MORRILLTON) TO ZEB	1.25	1881
IM&H RR.	MARIANNA TO FORREST CITY	17.90	1881
SLIM&S RWY.	SURDON TO CAMDEN	33.65	1881
SLIM&S RWY.	KNOBEL TO FORREST CITY	97.24	1882
LRMR&T RWY.	VARNER TO CUMMINS LANDING	4.87	1883
SLIM&S RWY.	DIAZ TO BATESVILLE (DEPOT SPUR)	27.48	1883
A&L RWY.	WASHINGTON TO 2.5 MI. WEST OF OZAN	7.99	1883
A&L RWY.	2.5 MI. WEST OF OZAN TO NASHVILLE	8.30	1884



Missouri Pacific's *Texas Eagle* in 1948, Carondolet Park, St. Louis, Missouri. (Randy Tardy collection)