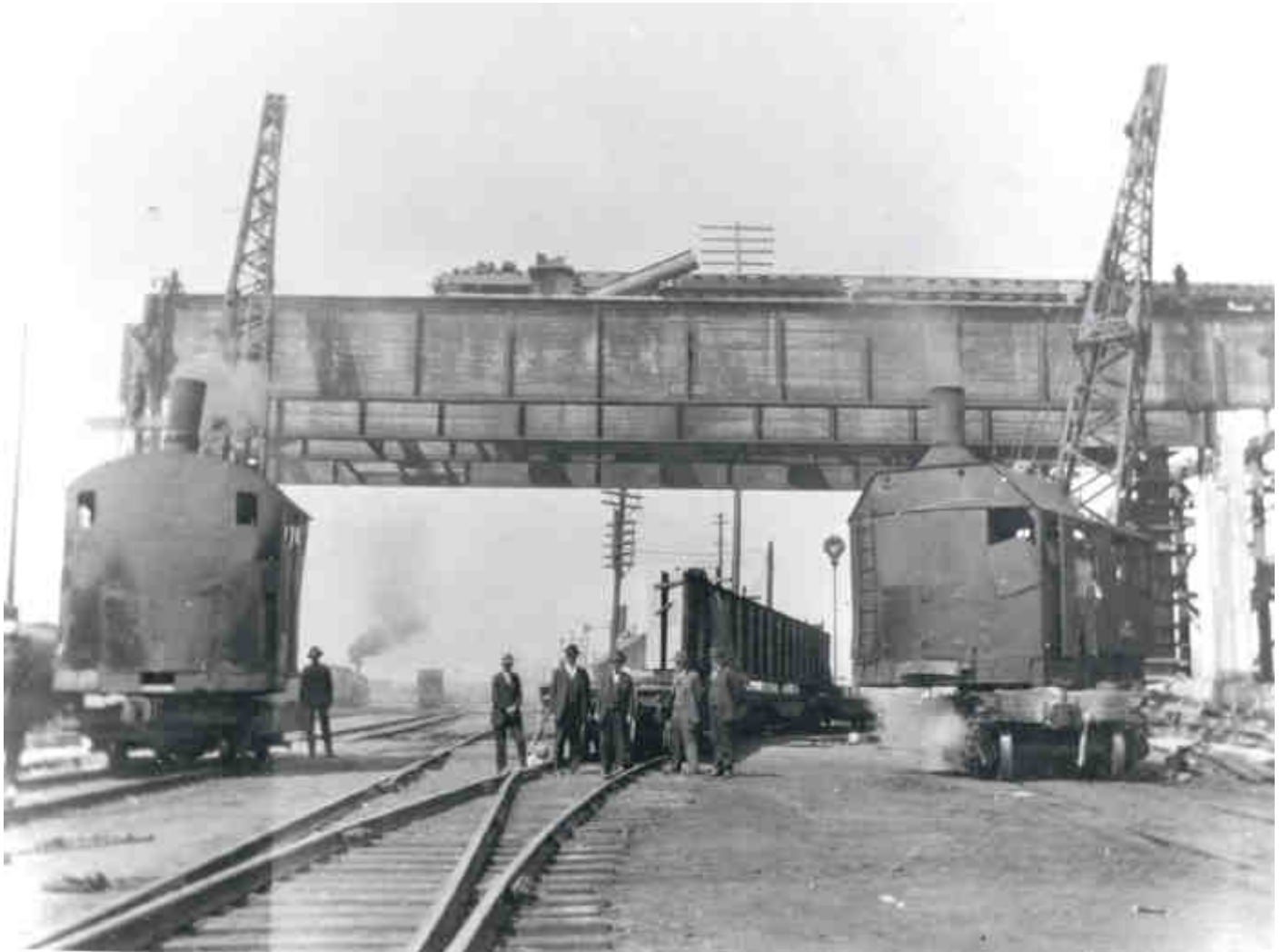




# ARKANSAS RAILROADER



VOLUME 37 NUMBER 8 AUGUST 2006



Constructing Main Street viaduct over Missouri Pacific tracks at North Little Rock, Arkansas in the summer of 1926. (*Gene Hull collection*)

## A SIGNIFICANT PHOTOGRAPH

*Gene Hull*

Because of the repair work now (year 2000) being performed on the Main Street viaduct over the railroad tracks in North Little Rock, this old photograph is particularly significant. It was made in the summer of 1926 during the construction of the viaduct.

As the city slowly developed, expansion northward was delayed because of the necessity of crossing the St. Louis, Iron Mountain & Southern main line and the much used lead track of the "Hole Yard", which lay west of the Main Street crossing at grade. This restricted growth finally put so much pressure on the city that the need of an elevated crossing was obvious. In 1907, a wood floored viaduct was constructed a cost of \$40,000.

Several years earlier a two story brick building was erected near the tracks on the south side. A restaurant occupied the ground floor and possibly a hotel was on the upper level, all fronting on Main Street. When the viaduct was built it was only a few feet from the windows of the second floor.

It soon was discovered that hard working switch engines passing back and forth still were a menace. Sparks from the smokestack set fire to the wood floor of the viaduct. Even so, the city began to expand northward. The first high school was built on Clendenin Hill at 13<sup>th</sup> and Main in 1890 and was an attraction for expansion after the new viaduct was built.

(The author began his public education at Clendenin school in September 1926.)

In April 1919, Dr. William M. Burns was elected mayor of North Little Rock. One of his first "Headaches" was the deteriorated condition of the old viaduct on Main Street. It frequently was closed to traffic.

Mr. Lewis W. Baldwin was made president of the Missouri Pacific (which absorbed the St. Louis, Iron Mountain & Southern in June 1917) in 1923. One of his earlier problems was a delegation of citizens from North Little Rock. They wanted help from the railroad in constructing a new CONCRETE viaduct over the railroad between Eighth and Thirteenth streets on Main Street. After all, it would benefit the railroad as well as the city. Mr. Baldwin also saw it as a public relations opportunity.

He would participate.

The old viaduct was unsafe and closed much of the time. Temporary crossings were laid over the tracks and the railroad had to hire crossing guards.

A commission of citizens was formed to work with the railroad. The Keliher Construction Company was the successful bidder and was awarded the contract. The design called for a structure 60 feet wide and 1,858 feet long spanning ten tracks, with enough room for ten additional tracks. That was 385 longer than the old viaduct.

The new bridge would be built of concrete reinforced with steel at a cost of \$400,000. Slightly more than one-half of the cost would be borne by the railroad. The estimated time for construction was 192 days.

The citizens watched anxiously as 200 men worked diligently. Just 168 days later the new structure was complete. It contained 150 tons of structural steel, 80 carloads (80,000 sacks) of cement, 13,400 tons of crushed rock and 8,300 tons of sand from the Arkansas River. There were 9,300 cubic yards of concrete and 4,400 cubic yards of excavation were required. The approaches required 2,600 cubic yards of brick paving in the roadway.

The beautiful new viaduct was completed and was dedicated 5 September 1927. This truly was a red-letter day in the history of North Little Rock and the Missouri Pacific railroad and was celebrated in appropriate fashion. Gov. John E. Martineau and Mo. Pac. President Baldwin were guests of honor.

Mr. Baldwin delivered the principal address at the ceremony held on the grounds of the Clendenin School at 13<sup>th</sup> and Main streets. There was a parade of floats representing various business firms and civic organizations. Music was furnished by the Missouri Pacific Booster Band. Speeches were also made by North Little Rock Mayor Ross L. Lawhon, County Judge C.P. Newton and Justin Matthews chairman of the board of commissioners for the viaduct.

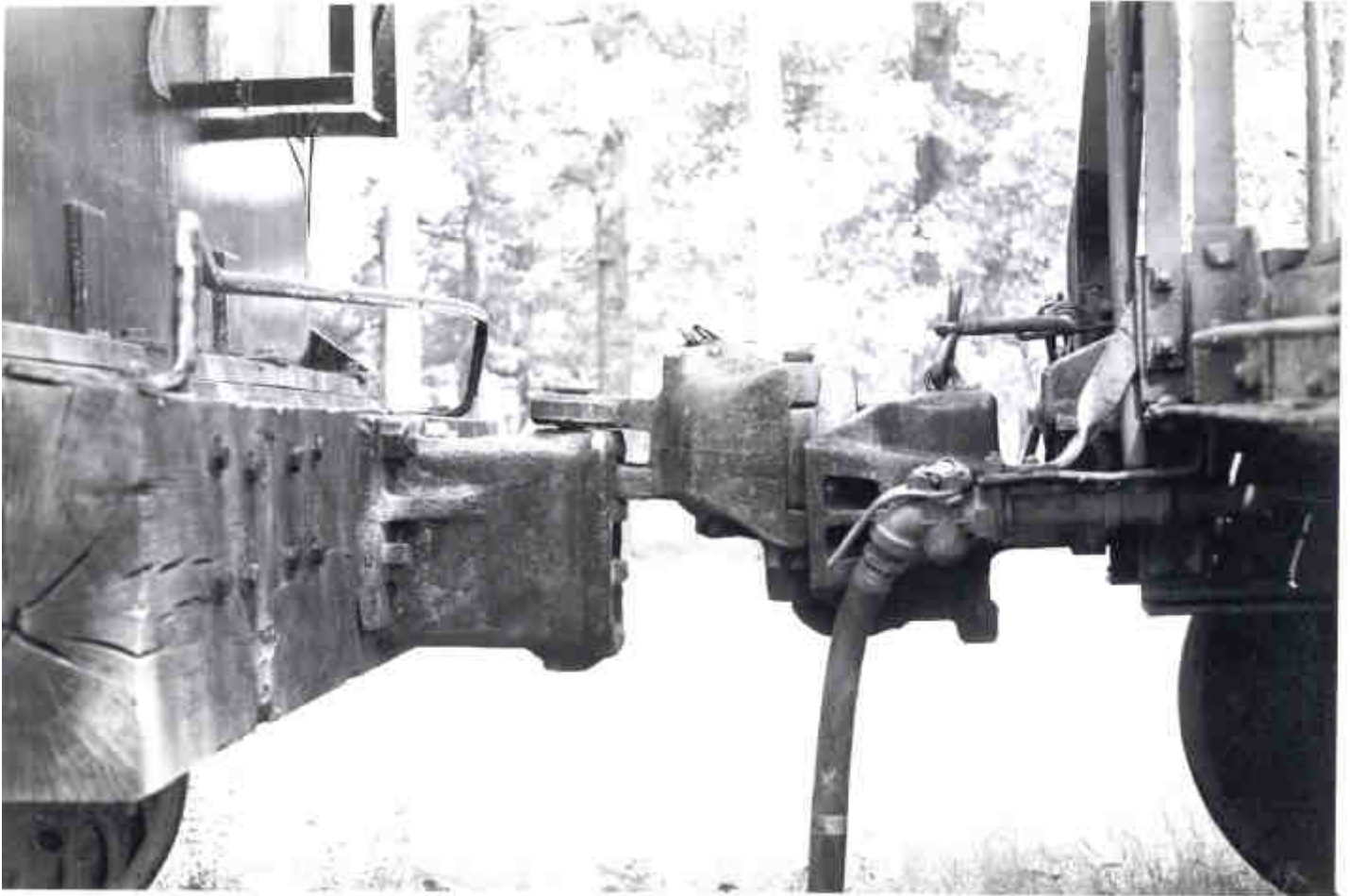
As was true with most major creations, it was felt the magnificent structure would perform its civic duty forever. How swiftly the years take their toll from men and their creations.

## A WEIRD COUPLER

*Gene Hull*

I made this photograph on 24 August 1969 at the Industrial Park in Malvern, Ark. Ex-Louisiana Long Leaf Lumber Company 2-6-2 "Prairie" type No. 7 (left) was coupled to a caboose. Can anybody explain the unnecessarily high coupler arrangement on the engine?

This is an unusual "automatic link-and-pin" coupler.



This "automatic link-and-pin" coupler was in use between woodburner diamond stack No. 7 and a caboose at the Industrial Park at Malvern, Arkansas on August 24, 1969. No. 7 came from Louisiana Long Leaf Lumber Co. at Fisher, Louisiana. She was maintained in operating condition and in January 1970 was located at Butterfield, Arkansas. (*Gene Hull photo*)

## SHORT NOTES

### COMFORT OF PASSENGERS AT HOXIE

*Gene Hull*

On 10 December 1962, the Arkansas Commerce Commission gave the Missouri Pacific permission to dismantle the umbrella stand covers over the passenger platform at Hoxie, Arkansas for the comfort of passengers. The cover was 12 feet wide and 250 feet long and was erected in 1926.

At the time the cover was erected, the passengers had to walk quite a distance from the depot to board the train and needed protection from the weather. Thirty-six years later the Mo. Pac. had revised its operation to permit the pickup and discharge of passengers AT THE DEPOT.

### CROSSING PROTECTION

*Gene Hull*

On 14 July 1962, a motorist was sitting at a street crossing at Conway, Arkansas, waiting for a Missouri Pacific locomotive switching freight cars. There was quite a string of automobiles lined up behind him. Time slowly marched on.

As soon as the crossing was clear, the fellow drove his car astraddle the track and stopped. Getting out of his car, he directed the long line of automobiles across the track, then he followed them.

No arrest was made.

### HONEY, WE ARE OUT OF GAS

*Gene Hull*

Young courting swains have often voiced this phrase (successfully?), but, I dare say, not many railroad engineers have tried it.

It actually did happen.

On 29 November 1962 a passenger train on the Frisco rolled to an easy stop about 12 miles west of Springfield, Missouri. No station was in sight. The St. Louis-bound train sat motionless for several minutes, then the conductor, with a woe-begone expression made his way through the cars explaining to curious passengers that the diesel locomotive had run out of fuel.

Since there was no ulterior motive involved (this time), the engineer, R. Cochran of Tulsa, sent a message to Springfield and a fuel truck was quickly dispatched to the scene of embarrassment.

The train arrived at S. Louis more than an hour late. An employee (ex-employee?) Responsible for filling the fuel tanks at Oklahoma City had failed to do so.

## REMEMBERING 8

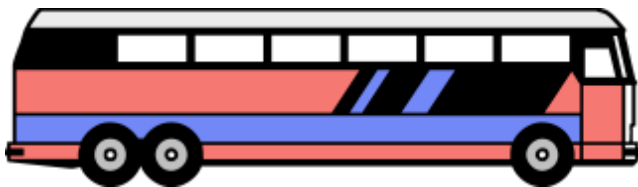
*P.B. Wooldridge*

July 24, 1976 Chief Dispatcher at Pine Bluff Shops called me long distance and asked me to meet a Greyhound bus at Stamps, Ark., and pick up a Cotton Belt pilot, and take him to a 150 car KCS freight that would detour over the Cotton Belt from Stamps to Shreveport, La.

I delivered train orders to Extra KCS 4100 South as it rolled thru Lewisville. The orders were to meet two SSW freights at Bradley, Ark., but the second freight, Second 154, derailed leaving Shreveport yard.

The KCS freight, not equipped with radio, could not be notified, so I jumped in my car and delivered further orders to him at Bradley. At my speed, it was fortunate I didn't encounter a State Trooper.

I handled the south switch at Bradley as the KCS train left town and another emergency had been solved.



## REMEMBERING 9

*P.B. Wooldridge*

Successful railroading involves timing, quick timing. Minutes, even seconds, are all important.

Back in the 1970s I was on first rick Lewisville, Ark., having just come on duty at 7 a.. The local phone rang, and a city sheriff said: "Operator, we have a tractor trailer stuck on a private crossing less than a mile south of your station. If the section crew is available, we'd appreciate their coming down and assist us in removing it."

The section crew were in an adjacent room, drinking coffee, and I approached the Section foreman. I advised him of the situation, informing him that the Blue Streak Fast Freight, No 43, was approaching Waldo, Ark., and was about 20 minutes out.

Rule M in the Uniform Code and Operating Rules reads: "In furtherance of the Hours of Service Laws, employees are admonished to use their time off duty primarily for obtaining ample rest."

As I stood nose to nose with the Section Foreman, it was obvious that he hadn't spent his time off duty obtaining ample rest. I was shocked at what he said: "You're not my Boss. When the Roadmaster at Camden tells me to go, I'll go!"

A few choice expletives passed between us, and I even dared the man to hit me, I was that upset. He was an ex-marine and could have demolished me in seconds. At this late date I often wonder what I said, for he completely reversed himself, suddenly, gathered his men and departed for the stuck tractor trailer.

Minutes before No 43 came roaring down the hill at Lewisville the track had been cleared.

Mission accomplished. I still wonder at what I might have said. I cannot remember.

# THE END OF THE WYNNE - 20 YEARS LATER

*By Barton Jennings*

The year 2006 marks the 20th anniversary of the effective end of the Wynne Subdivision, which once ran from McGehee, northward to Paragould, through east Arkansas. This line was once part of the route of the famous Missouri Pacific Delta Eagle, a unique little two-car train that operated between Memphis and Tallulah, Louisiana. This train operated from 1941 to 1952, making it one of the shortest lived Eagle-named trains on the MP.

The history of the line's construction is a bit complicated. Starting near Jonesboro, Arkansas, the line branched off from the Texas & St. Louis Railroad. Construction started in 1882 by the St. Louis, Iron Mountain & Southern Railway and extended just over sixty miles to a connection with the Rock Island line at Forrest City. From the south, the Iron Mountain & Helena Railroad had built into Forrest City in 1881 from Marianna, Arkansas. South of there, the railroad had been built in 1880 from Helena as a 3'-6" line by the IM&H, but it was standard gauged in 1881 when the line was extended. This part of the Wynne Subdivision still exists, some of it now operated in the Helena area by the Arkansas Midland the rest as a lightly used branch of Union Pacific.

South of Helena Junction, the line is now a combination of hiking trails and abandoned right-of-way between mileposts 327 and 399. This part of the Wynne Sub. was built by the Memphis, Helena & Louisiana Railway, starting in McGehee in 1904, and finishing at Helena Junction in 1906. Little of the physical line remains with the only rail service being between McGehee and the Potlatch papermill lead at Cypress Bend. This part of the line was always the hardest to justify operating, with almost no on-line business and the high cost of two major bridges (Arkansas River - 6020' of timber, steel and turnspan, White River - 4260' of bridge, including a lift span).

While today not much more than a wide spot on highway 65/165 in southeast Arkansas, McGehee was once one of the most important points on the Missouri Pacific. At one time it featured a roundhouse, fueling facilities, a busy RIP track, a 24-hour office, and a very busy yard. In fact, the hump yard in North Little Rock was originally proposed for McGehee.

In 1986, I was working for Union Pacific as the Manager of Track Maintenance out of McGehee. I had been transferred there in July from LaGrande, Oregon, a move that put me closer to home but one that wasn't entirely appreciated. When I arrived in McGehee, my territory covered the former Missouri Pacific trackage to Little Rock through Pine Bluff, as well as the southern end of the Wynne Subdivision. At the time, Union Pacific track, bridge and signal forces were finishing up a large project to rebuild the line to handle additional chemical traffic that was planned to be moved off of various routes through Little Rock. In my area, ties had been installed north of Cypress Bend, a large surfacing gang was working south from Helena Junction, and bridge forces were working to fill in one of the large timber trestles in the Arkansas/White River bottoms.

McGehee was also changing. While it featured locals operating in five directions (toward Little Rock, Monroe, Cypress Bend, Warren and Tallulah), some mainline trains were beginning to operate through McGehee. However, the two yards (old and new) were kept

busy enough to require several switch crews. The station had lost its 24-hour status and I took the signals down off the station. Additionally, it wasn't long before the diesel fueling facilities were removed and the diesel tanks torn down.

My first trip across the line was by hirail on July 7, 1986, to just get a feel for what was where, but a trip on July 16th involved much of the divisional management to get a status report on the various projects. My notes indicate that most of the work left was clean-up, including installing new guard rails on bridges and removing scrap materials. A week later we ran a special chemical train (SAUSO) across the line during the early morning of July 24th which required manually locking switches in front of it and inspecting the track afterwards. If I recall correctly, this was what many railroaders called "The Bhopal Special," a unit train of methyl isocyanate, the chemical which just a year earlier had escaped a plant in India and killed so many people in and around Bhopal. This was a good example of why the line was being rebuilt - getting hazardous chemicals from the gulf coast to industrial users in the north while risking exposure to as few people as possible.

A sign that the railroad still had major plans for the Wynne Sub again shows up in my notes on July 30. On that day, I hirailed the line to inspect the rail to make recommendations for future rail replacement and grinding programs. I was back on the line two days later on August 1st to inspect the track in front of a Houston-Chicago (HOCH) chemical train. By the way, my track-and-time started at 127am. The train's reverse move, the CAHO, derailed at the south end of Snow Lake siding on August 5, but it rerailed itself without the crew ever knowing. On August 18, the Potlatch local with MP2223/2310, hit a rice truck just two miles north of McGehee. On August 20, I hirailed the line between Watson and McGehee to plan for unloading thirty cars of ballast to begin track tamping in this area. August 27th saw me back on the line between McGehee and Snow Lake escorting Roy Cline of the FRA on an inspection trip. Oh, and I have notes about four separate derailments in August at the Potlatch papermill and on its lead - just some of the joys of being in maintenance-of-way!

The first week of September saw ballast still being unloaded on the Wynne Sub just north of McGehee. Also, a full inspection of the White River bridge was made with notes about the need to replace some ties around the fire breaks on the structure. Meanwhile at least two freights a day in each direction continued to operate over the line between McGehee and Jonesboro/Paragould. A note on September 10th indicates that we had unloaded 21 cars of ballast and needed 15 more to complete the surfacing on the Wynne line. The rest of September saw quite a bit of ballast unloading and tamping, as well as more fill for that timber trestle project out in the bottoms. Oh, the derailments on the Potlatch lead continued through September.

October started with Union Pacific's track geometry car EC-3 heading north out of McGehee on the 8th. I rode as far as Lexa and then caught a ride with UP2529 (INHO) back south to

McGehee. My notes show only a few geometry problems left on the line. I also have some comments about management wanting copies of track inspection reports for the Potlatch Lead at Cypress Bend as I campaigned for some work there.

I should make a comment here about my trips over the Wynne Subdivision. I actually made many more hirail trips over the line than is indicated here. I was on duty every other weekend and my territory on those days included all the way up to Helena and beyond and I often hirailed past there to see my folks in Caldwell, north of Forrest City. Additionally, routine trips were often made to check on the progress of various projects and to observe the different gangs at work.

Things got real interesting on October 16 when a work train derailed an axle at Medina, a seldom used spur track between the Arkansas and White River bridges. Medina had once been an important point on the line as the Corps of Engineers had located a rotary car unloader here to dump rock from railcars into barges for navigation work on the two rivers. However, by 1986, it was used only by maintenance forces and access was only by rail. My notes indicate that the bridge forces using the train to unload fill at that timber trestle got the locomotive rerailed but a number of managers, including myself, visited the site the next day. For those interested, the locomotive involved was MP 2095, a GP38-2. The track gage wasn't too good and 54 of the 83 ties in the area did not meet the FRA's definition of a good tie. The next day I took vacation and went back east to ride some steam trips on Norfolk Southern with the thought that at least I wouldn't have to clean up any messes there.

November got started in an interesting fashion when a semi truck missed the turn at Watson and bounced across the ditch and onto the mainline before 6am. The next day I was again on the line checking the progress of the surfacing gang and checking for any final cleanup work needed. On October 13, I was back at Medina as the worktrain had again derailed. This time it was an empty rock hopper (MP 582121) and it was a tough one to rerail. From my notes, it had climbed the rail at a joint so at least ties and gauge weren't to blame this time.

On Thursday, November 20, DAPCO (a rail inspection company like Sperry) was on the property inspecting rail and worked between McGehee and Watson. The next day, a survey team was checking on bridges on the Wynne Subdivision while I was performing another inventory of available rail for relay on the line. On the 24th, DAPCO was back and we tested north of Watson. On the 25th, the rail inspection was followed up with another inspection of surfacing needs, bouncing on and off the track between the trains HOCH (HOuston-CHicago) and CHHO, the regular freights along with the INHO (INDianapolis-HOuston) and HOIN.

I didn't get back onto the Wynne until November 28, the day after Thanksgiving. I have no comments about trains in my notes. This would be something I would realize a day or two later. On Saturday the 29th, I was again at Cypress Bend inspecting a derailed car for the papermill. Returning to McGehee, I began to note that we were able to get all of the time we wanted on the Wynne Sub, but didn't think much of it as there was a planned train shutdown for the holiday.

Over the next week or two, it became obvious that the freights had not returned to the line but that we were still spending great amounts of money maintaining track and upgrading bridges. More ballast for tamping was ordered, filling in bridges continued, and on December 12 we did some minor work to the White River lift bridge when it got stuck down in front of several barges. On Sunday, December 14th, I rode L773 (the Potlatch Local) to inspect the line and had a talk with the crew about if the through trains would come back. My dispatcher also told me we could have all the time we wanted as all of the through trains were being diverted to other routes. Within a few days, I have some notes about the surfacing gang tamping on the Potlatch Lead, obviously I felt that the line to the papermill was seeing more action than the mainline. The end of the Wynne was at hand!

Suddenly all of my notes about the Wynne Subdivision focus on the papermill lead at Cypress Bend. On December 22, there are lots of notes about using the mainline surfacing gang to rebuild about 80 feet of track on the lead, including digging down to grade and building an entirely new fill. Additionally, the highway department was rebuilding Arkansas Highway 1 and a new crossing was going in. With all of this work, it wasn't long afterward that I got caught and the gang was sent elsewhere and the last hirail project inspection trip over the Wynne Sub was made Saturday, December 27, 1986.

While this was the end of regular freight service over the Wynne Sub, this wasn't quite the final death of the line. A bit of track and bridge work continued for some time and track inspections continued to be made just in case the line was needed. On January 8, 1987, I took the Division's Superintendent over the line to see its current status. A trip on January 16 noted that there were still 14 hoppers at Medina for unloading. On March 19, the White River bridge again locked down, blocking barge traffic and causing a rush of work.

Apparently top UP management still didn't know what they wanted to do with the Wynne Subdivision as I took the EC-3 geometry car from McGehee to Jonesboro on April 2 and 3, 1987. On April 13, I took a weed spray train across the line using UP 1630. On the 23rd, I was again on the line with UP management, this time doing the yearly switch inspection.

The unusual happened on June 22 when a note indicates that a storm had blown several cars over at Watson and that they would be rerailed and the LAI73 (Potlatch Local) would run over the line to pick up any cars left on the line and take them to McGehee. I do remember a lot of chainsaw work and flagging of crossings. Another train ran over the line on July 20, 1987, when train RLMGMG (RaiL-McGehee-McGehee) operated south over the line and turned north toward Little Rock at McGehee to unload rail. And guess what, the EC-3 car was back on September 1, 1987. However, after this time, travel on the line was down to a once-a-month hirail trip to just make sure that the railroad was still there.

Things picked up on March 30, 1988, when the MMGME (Maintenance-of-way McGehee to Memphis) operated over the line. This train was nothing more than a contract weed spray train, but as it turned out, this was the last train that I ever saw cover the entire line. A note said that the crew was called at 6am at Lexa and was brought down to McGehee by taxi for the trip back. A

sign that the line wasn't coming back for a while happened on April 5th when the EC-3 car only operated as far as Cypress Bend from McGehee (and didn't even cover the Potlatch Lead). By this time the track north of Cypress Bend was out of service (as noted in the May 31, 1988 track profile) and I wasn't even hirailing it to see if it was still there.

Even though the tracks were out of service, that didn't stop us from using them. On July 8, 1988, LA173 took 60 covered hoppers to Watson for storage as McGehee yard was getting pretty full. This move involved another hirail trip to cut brush and a lot of flagging of crossings. For some reason, I hirailed from Watson to McGehee on March 14, 1989, but I made no mention of why. On June 20, 1989, I took the EC-3 car from McGehee to the White River bridge, where I handed it off to the MTM from Memphis. I have a note that the bridge wouldn't come down but that it was working by the time I got there.

This was my last trip to the bridge as I left Union Pacific in September for greener pastures. The events afterwards that lead to total abandonment have been well chronicled in the Arkansas Railroader so I don't think that I need to repeat them. I just thought that a few folks would enjoy seeing how a line which once had so much potential experienced a quick and unexpected death.



The site of the old Wynne, Arkansas depot was straight ahead across these still active east-west tracks of the UP from Bald Knob to Memphis. It was located next to that large tree to the right. (December 22, 2005 photo by Ken Ziegenbein)



MoPac Caboose No. 13620 with the Wynne depot sign in front sits in a park in Wynne, Arkansas during the Christmas season 2005. (Note: These pictures are in color if you view the Railroader online at [www.trainweather.com/road.html](http://www.trainweather.com/road.html))



Looking south from near the intersection of the Wynne sub with the Memphis sub. UP No. 1636 is doing some switching, December 22, 2005.



HA (ne. Missouri Pacific) 1256 in North Little Rock on July 7, 2006. The photo was taken by Arkansas Railroad Club photographer John C. Jones. Specifics of this rare locomotive from Randy Keller:  
s/n: 31229 b/d: Feb66 o/n: 4492-4 \*\*\* MP SW1200 1256, retired Jun 85. \*\*\* Tri-States Concrete Co. (MP 1256), Shreveport, LA, acquired 17Jul85, remained in full MP paint and lettering. \*\*\* Gifford-Hill & Co. (MP 1256), Bossier City, LA, acquired Jan88, remained in full MP paint and lettering. \*\*\* Gifford-Hill & Co. (MP 1256), Delight, AR, transferred 1990, remained in full MP paint and lettering. Plant closed Jan01.

Gifford-Hill was owned by Hanson, so the "HA" probably stands for Hanson Aggregates. My notes for G-H Bossier City, LA call it Cart Yard, so it looks like it is heading "back home."

It was scheduled to be in Pine Bluff July 9 and arrive in Lufkin, Texas July 10 around 11:48 a.m. on MPB-SR. Final destination Cart, Louisiana on July 13. It originated in Boughton, Arkansas July 5. (Photos by John C. Jones. Photo in color in the online Arkansas Railroader, [www.trainweather.com/road.html](http://www.trainweather.com/road.html))



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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 \$22 a year more, bringing the total to \$42 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 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: [trains@trainweather.com](mailto:trains@trainweather.com) The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next meeting of the Arkansas Railroad Club will be held **SUNDAY, AUGUST 13, 2006, 2 PM** at our normal meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Bart Jennings will have slides from some of his recent 'rare-mileage' train excursions called 'Bart's Trips' by his many rare-mileage riders. Refreshments will be served thanks to members who bring in snacks.

**FUTURE PROGRAMS:** Saturday, September 2 - Annual get-together and picnic at Peter Smykla, Jr.'s Paperton Junction Southern Railway in Pine Bluff; Sunday, September 10 - Peter Symkla, Jr. - traction from around the world; October - Douglas Harley, program to be determined, hopefully slides, but it could be on the Arkansas Central; November - Mark Silverberg, the continuation of the slide collection he was given.

**DEADLINE FOR SEPTEMBER RAILROADER** is our meeting date, August 13.

**RAILROADERS ONLINE** - The monthly *Arkansas Railroaders* are online in Adobe PDF format at: <http://www.trainweather.com/road.html>. My current and past train pictures are here: <http://www.trainweather.com/sunday.html>

Also, with all the Spam emails and false-return address on the Internet now, please remember that the only two email addresses I have at my own domain site of trainweather.com are 1) [ken@trainweather.com](mailto:ken@trainweather.com) and 2) [trains@trainweather.com](mailto:trains@trainweather.com) (Arkansas Railroad Club). If you ever receive any other email from some other prefix to trainweather.com (such as [xyz@trainweather.com](mailto:xyz@trainweather.com) or any other prefix, it did NOT come from me and is either spam or a virus. (Ken Ziegenbein)

**TWO OF PETER SMYKLA, JR.'S RAILCARS PUT ON NATIONAL REGISTER** - SSW caboose 2325 and SLSF coach 514 of Peter Smykla's Paperton Junction Southern Railway have been listed on the National Register of Historic Places.

**SSW 2325** was built in the Pine Bluff shops in July 1920 at a cost of \$3,488.75. This caboose spent most of its years on the Paragould & Southeastern, where it was used on the daily except Sunday mixed train between Paragould and Blytheville. 2325 was assigned to the grandfather of T. D. Davis (engineer of 819 trips in the 1980's), and then, after his death, to Bill Church's dad. In addition, former SSW Superintendent Bill Reed used to ride this car with his dad in the depression, when his father worked the mixed train. Acquired in 1980 and restored in 1981-1982. (Photos next page)



**SLSF 514** – This coach was built by Barney & Smith in March 1883 as SLSF 661. In March 1936, the Frisco rebuilt the car, changing the roof to the current turtle-back configuration, and adding the steel siding, while keeping the wooden frame. From the early 1960’s until October 1996, it was on the Kansas City Public Service Freight Operation, where it last ran in 1964. Purchased in 1996, it was brought to Pine Bluff on a flat car. During the 1936 rebuilding, thousands of wood screws were used, with heads leaded in to simulate rivets, to fasten on the steel siding.

**FOR YOUR INFORMATION – BRINKLEY DEPOT MUSEUM** – Due to the high price of gas, I’ve reduced my hours of volunteering at the Central Delta Depot Museum (former SSW/RI depot) in Brinkley, Arkansas to only one Saturday a month, on the first Saturdays. So if you ever want a tour of the museum (which has various exhibits plus railroad stuff), come on the first Saturday or email me at [ken@trainweather.com](mailto:ken@trainweather.com) and I’ll meet you there at any other time. (Ken Ziegenbein)

Brinkley is about one hour’s drive from my home in central Arkansas, halfway to Memphis. UP’s main directional-south line (former Cotton Belt line) runs north-south right past the depot and UP’s line to Memphis curves off to the east at the depot using former Rock Island tracks. Trains are frequent at times, running at about 10-15 minute intervals, but at other times there can be 3 or 4 hours without anything.

The depot and grounds were donated to the Central Delta Historical Society on February 7, 2001 and the Society got nearly \$800,000 from grants, donations and fund-raising to completely renovate the depot, opening it as a museum on May 10, 2003. It still has the original tile flooring among other original fixtures. UP was going to tear it down in the late 1990s since it was falling apart and too close to the tracks, but it was pointed out to them that it was farther away from the tracks than other depots since it was a rare junction-type station, having served more than one railroad (mainly the SSW and RI, which crossed there). It’s listed on the National Register of Historic Places as well.

On-going costs are paid for by membership dues in the Central Delta Historical Society, and from donations, memorials and fund raisers (NO taxes are used to fund the depot). Utility costs alone run into hundreds of \$\$ each month.

The society has only one paid part-time employee, a secretary. The head of the museum only gets a gas allowance but no salary. Membership dues are only \$15 a year for an individual, \$25 a year for couples, which includes a quarterly newsletter, the “Doodlebug.” (Central Delta Historical Society, 100 West Cypress, Brinkley, Arkansas 72021).

## WANTED - FOR SALE OR TRADE

Nothing is month. If there was something, I probably lost it, so if anyone has anything to request, sell or trade, let me know.

## 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. Also remember that there are sometimes many follow-ups on these first-time notices so if you want to keep up with any particular abandonment, check the Surface Transportation Board’s site and use the Docket Numbers to search.

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.

**MICHIGAN – CONSOLIDATED RAIL CORP** - To abandon approximately 4.3 miles of two contiguous lines of railroad as follows: (1) the Detroit Terminal West Industrial Track, between approximately milepost 7.70± near Joseph Campau Street and approximately milepost 10.30± near Woodrow Wilson Street; and (2) the Highland Park Industrial Track, between approximately milepost 7.40± near Woodrow Wilson Street and approximately milepost 5.70± near Cloverdale Street, in Detroit and Highland Park, Wayne County, MI. Effective on July 20, 2006. (STB Docket No. AB-167 (Sub-No. 1188X, decided June 9, served June 20, 2006)

**KANSAS – UNION PACIFIC** - For UP to abandon, and for SKO to discontinue service over, approximately 0.8 miles of railroad located: (1) between milepost 166.0, at the west bank of the Verdigris River, and milepost 166.6, at the west edge of Sunflower Road; and (2) at the portion of UP's railroad easement between milepost 166.6, at the west edge of Sunflower Road, and milepost 166.8, at the west edge of Linden Street, near Coffeyville, in Montgomery County, KS. Effective on July 29, 2006. (STB Docket No. AB-33 (Sub-No. 242X), decided June 26, served June 29, 2006)

**NEW MEXICO - NEW MEXICO GATEWAY RAILROAD LIMITED LIABILITY COMPANY** - To discontinue service over approximately 3.5 miles of rail line at Santa Teresa, in Dona Ana County, NM, as follows: (1) a 4,412-foot spur identified as Track A; (2) a 3,375-foot spur identified as Track B; (3) a 3,884-foot spur identified as Track C; (4) a 4,338-foot spur identified as Track D; and (5) a 2,728-foot runaround track. Effective on August 3, 2006. (STB Docket No. AB-995X), decided June 23, served July 3, 2006)

**NEW JERSEY – CONSOLIDATED RAIL CORP** - To abandon a portion of a line of railroad known as the Robbinsville Industrial Track, between milepost 32.20+ and milepost 37.90+ in the cities of Hamilton Township and Washington Township, Mercer County, NJ, a distance of 5.7 miles+. Effective on August 2, 2006. (STB Docket No. AB-167 (Sub-No. 1185X), decided June 23, served July 3, 2006)

**IDAHO – BNSF** – to abandon approximately 2.12 miles of rail line, extending from milepost 12.33 to milepost 14.45, in Coeur d'Alene in Kootenai County, ID. effective on August 4, 2006. (STB Docket No. AB-6 (Sub-No. 441X), decided June 27, served July 5, 2006)



## ARKANSAS RAIL NEWS



Nothing this month.

## GENERAL RAIL NEWS

### BENEFITS OF INTERMODAL

In an article sent in by Jim Johnson from the June 6, 2006 *Johnson County Gazette* in Kansas, it was stated that nearly 3 million truck trailers and containers are passing through Kansas City each year on BNSF intermodal trains, taking those containers off area freeways. The article also mentioned that today's trains are so fuel efficient that they **move each ton of freight more than 400 miles on ONE gallon of diesel fuel.** That is three times the efficiency of trucks. Plus each intermodal train usually carries more than 200 truck trailers and containers. That relieves a lot of congestion on highways.

### FORT WORTH SANTA FE DEPOT HAS NEW LIFE

The 1899 Santa Fe Depot in Fort Worth has been completely renovated for about \$2 million by private concerns and is now used as an Events Center (since April 2006), hosting weddings and other special events. It is now called the Ashton Depot because it was renovated by the owner of the downtown Ashton Hotel as an extension of that famous facility. Shirlee Gandy, owner, also owns the neighboring Santa Fe Railroad Freight Building that most recently served as the Rail Market. That building is now being renovated for use as classrooms for the University of Texas at Arlington.

Amtrak used the depot from 1971 until a few years ago, when it moved to Fort Worth's Intermodal Transportation Center at Ninth and Jones streets. The depot had been vacant since. Gandy is

especially proud of finding and restoring three stained-glass window panels that were taken down more than 40 years ago and stored in a warehouse, and the three chandeliers she designed and had custom made in Utah. The stained-glass panels feature hand-painted medallions that depict the history of transportation at the time the building was built.

During the renovation, workmen unveiled an ornate, decorative plaster ceiling arch, as well as six doors original to the building that were entombed in sheetrock for decades, she said. The middle set of doors has the original door plates and hinges. The renovation completely replaced the electrical wiring and plumbing, a mezzanine level was reinstated, all the windows were uncovered, and a full commercial kitchen was installed, she said. (*Fort Worth Star Telegram, via Phillip Moseley*)

### UPDATED LIST OF MOSTLY UNPATCHED FALLEN FLAG LOCOS

As of June 12, 2006, the list is as follows from Kevin Sedowski:

Chicago & North Western remaining locomotives: 2  
C44-9W #8646, C44-9W #8701

Denver & Rio Grande Western remaining locomotives: 1  
SD40T-2 #5371

Southern Pacific remaining locomotives: 101 (Excludes SD40M-2 #8577)

AC4400CW #101, AC4400CW #107, AC4400CW #114, AC4400CW #117, AC4400CW #139, AC4400CW #140, AC4400CW #144, AC4400CW #154, AC4400CW #161, AC4400CW #163, AC4400CW #164, AC4400CW #166, AC4400CW #167, AC4400CW #173, AC4400CW #177, AC4400CW #179, AC4400CW #183, AC4400CW #186, AC4400CW #187, AC4400CW #188, AC4400CW #192, AC4400CW #194, AC4400CW #199, AC4400CW #203, AC4400CW #204, AC4400CW #206, AC4400CW #208, AC4400CW #232, AC4400CW #239, AC4400CW #248, AC4400CW #257, AC4400CW #259, AC4400CW #266, AC4400CW #303, AC4400CW #309, AC4400CW #319, AC4400CW #324, AC4400CW #332, AC4400CW #334, AC4400CW #335, AC4400CW #338, AC4400CW #343, AC4400CW #347, AC4400CW #352, AC4400CW #355, AC4400CW #359, AC4400CW #373, GP40 #3086, GP38-2 #4801, GP38-2 #4850, GP38-2 #4859, GP38-2 #4862, B23-7 #5101, B23-7 #5110, GP40M-2 #7100, GP40M-2 #7102, GP40M-2 #7103, GP40M-2 #7104, GP40M-2 #7105, GP40M-2 #7117, GP40M-2 #7125, GP40M-2 #7126, GP40M-2 #7128, GP40M-2 #7133, GP40M-2 #7135, GP40M-2 #7136, GP40M-2 #7137, GP40-2 #7619, GP40-2 #7666, GP40-2 #7675, GP40-2 #7942, GP40-2 #7954, GP40-2 #7956, SD40T-2 #8283, SD40M-2 #8576, \*SD40M-2 #8577 (San Antonio Shop Switcher)???, SD40M-2 #8578, SD40M-2 #8579, SD40M-2 #8580, SD40M-2 #8584, SD40M-2 #8586, SD40M-2 #8613, SD40M-2 #8621, SD40M-2 #8628, SD40M-2 #8655, SD40M-2 #8664, SD40M-2 #8666, SD40M-2 #8673, SD40M-2 #8674, SD40M-2 #8681, SD40M-2 #8690, SD40M-2 #8694, GP60 #9721, GP60 #9732, GP60 #9738, GP60 #9742, GP60 #9752, GP60 #9755, GP60 #9759, GP60 #9761, GP60 #9794

St. Louis Southwestern remaining locomotives: 28

GP40M-2 #7274, GP40M-2 #7275, GP40M-2 #7279, GP40M-2 #7281, GP40M-2 #7283, GP40M-2 #7284, GP40M-2 #7285, GP40M-2 #7286, GP40M-2 #7287, GP40M-2 #7290, GP40-2 #7637, GP40-2 #7655, GP40R #7962, GP60 #9641, GP60 #9642, GP60 #9647, GP60 #9652, GP60 #9653, GP60 #9669, GP60 #9682, GP60 #9683, GP60 #9684, GP60 #9692, GP60 #9693, GP60 #9699, GP60 #9701, GP60 #9703, GP60 #9708

## UNION PACIFIC REALIGNS OPERATING DEPARTMENTS

UP's Operating Department's regions are realigning to better support the Unified Plan, which is improving velocity by simplifying network operations. Effective July 1, the company will establish three operating regions and eliminate the Kansas City-based Central Region.

"This realignment of our regional management supports the train flows on the northern portion of the Union Pacific and the terminal interdependencies in the Gulf/North-South Corridor," said Dennis Duffy,

executive vice president-Operations. "The Northern Region realignment will provide unified management of all Central Corridor routes to the east, as well as our two highest-volume eastern gateways – Chicago and St. Louis. The Southern Region alignment will result in the key terminals of North Little Rock, Pine Bluff and Houston being managed as an integrated operation.

"This is another step in simplifying our network and improving velocity, efficiency and customer service," Duffy said. The Kansas City and St. Louis service units will join the Northern Region, based in Omaha, and the North Little Rock and Wichita service units will join the Southern Region, based in Spring, Texas. These service units currently are part of the Central Region. The Western Region, based in Roseville, Calif., remains unchanged.

As part of this reorganization, Joe Santamaria, 51, is appointed vice president-Transportation, replacing Jeff Koch, 59, who has announced his decision to retire later this year after a 35-year career with the railroad. In his new position, Santamaria will be based in Omaha and will manage the regional field offices. He currently is vice president-Southern Region. Santamaria joined Union Pacific in 1990 and

has held a number of positions, including director of locomotive shops, North Little Rock; general director of locomotive maintenance; chief mechanical officer and vice president-Central Region. He has a bachelor's degree in mechanical engineering from Union College in Schenectady, N.Y.

Replacing Santamaria in the Southern Region is Lance Fritz, 43, who currently is vice president-Northern Region. In this new position, Fritz is responsible for the day-to-day safe operation of trains

over the 8,670-mile Southern Region in Oklahoma, Texas, Arkansas, Kansas and Louisiana. Fritz joined Union Pacific in 2000 as vice president and general manager-Energy. He previously was with General Electric and later with Cooper Industries, a manufacturer of electrical goods, tools and hardware. He has a bachelor's degree in mechanical engineering from Bucknell University and a master's in business administration from Northwestern University.

Replacing Fritz is Randy Blackburn, 53, who currently is vice president-Central Region. He is responsible for the day-to-day safe operation of trains over the 12,121-mile Northern Region in Iowa, Nebraska, Missouri, Illinois and Kansas. Blackburn began his railroad career in 1971 with the Missouri Pacific Railroad. He has held various positions in the Operating and Marketing Departments, including service unit superintendent, assistant vice president marketing-Mexico, vice president-Intermodal marketing and most recently vice president-Premium Operations. He has a bachelor's degree in biology from Millikin University in Decatur, Ill.

In a related appointment, Rod Richardson, 52, is named general superintendent-Proviso Service Unit. He currently is general superintendent-Harriman Dispatching Center, supervising the dispatching operations for the Central Region. Richardson has a bachelor's degree in psychology from San Diego State University and a master's in business administration from San Francisco State University. The company also announced that Rick Turner, 47, is appointed vice president-Premium Operations, a position that focuses on the operations of the Intermodal and Automotive business groups. Since joining Missouri Pacific Railroad in 1981, he has held a number of positions in Engineering, Operating and Marketing, including director-engineering project management, director-pricing services, and general manager-car management. He currently is vice president of UP's National Customer Service Center. Turner attended the University of Tennessee and earned a bachelor's degree in operations management. He also has a master's in business administration from Creighton University.

Replacing Turner is Linda Brandl, 39. She currently is assistant vice president and general manager-Union Pacific Distribution Services (UPDS). Brandl earned both bachelor's and master's degrees in business administration from Creighton University. (June 23 2006 Union Pacific press release)

### **'SAVE THE 905' ROCK ISLAND STEAM ENGINE CAMPAIGN**

(Duncan, Oklahoma, June 23, 2006) - Save the 905 Inc., a non-profit organization seeking to preserve the 96-year-old Rock Island Railroad steam locomotive on display in Fuqua Park, has received a pledge from the McCasland Foundation for a \$20,000 grant contingent on the group raising an equal amount of matching funds. The organization launched a new phase of its fundraising effort June 23, 2006 at the Duncan Founders' Day celebration.

Group members set up a booth in the 700 block of W. Main Street featuring a scale-model train layout that youngsters — and young-at-heart oldsters — were allowed to operate after making a donation. "Every dollar you donate to this worthy cause will earn us a matching dollar from the grant," said Mike Stuckert, president of Save the 905 Inc.

The Rock Island locomotive was donated to the city by the railroad in 1954 after it had logged hundreds of thousands of miles of service throughout the Midwest, including pulling passenger trains through Duncan during the mid-1940s. It was manufactured for the Rock Island in 1910 by American Locomotive Co., Schenectady, N.Y., at a cost of \$21,000. Known in railroad lingo as a model 4-6-2 Pacific, the locomotive numbered 905 is one of only three of that model still in existence, according to the Illinois Railway Museum. The other two Rock Island locomotives, 886 and 938, are on display in that state.

Stuckert said his organization, within the next year, plans to arrange for removal of asbestos from around the 905's boilers, patch holes, replace metal where necessary and repaint the locomotive and tender. The group also hopes to acquire a Rock Island caboose to become part of the display.

Plans call for the display to be moved to a new site within Fuqua Park about 200 feet east of its current location. At present, the locomotive and tender are only a few feet from the tilt-a-whirl ride at the Kiwanis Club's Kiddieland Park and are encircled by the tracks of the park's children's train.

(Thanks to Phillip Moseley)

### **PASSENGER TRAIN JOURNAL TO START AGAIN**

White River Productions is pleased to announce that Passenger Train Journal magazine is coming out of retirement. For ten years, Passenger Train Journal has been out of circulation-but certainly not forgotten. Its untimely and unexpected suspension in 1996 came as America was riding a new wave of developments in the rail passenger renaissance that dates from Amtrak's meager beginning on May 1, 1971. Longtime readers cried out, "What happened to PTJ and when will we get it back?!"

PTJ will be released as a quarterly 48 page all-color magazine in mid-autumn, 2006. Earlier this year, Missouri-based White River Productions set in motion the return of Passenger Train Journal. WRP President and PTJ Publisher Kevin EuDaly then appointed Mike Schafer-PTJ's editor from 1983 to 1990-to again serve as the magazine's editor and art director. Joining Mike will be associate editor Kevin J. Holland, a well-recognized author and passenger-train historian who made his debut in PTJ in the late 1980s. Passenger Train Journal was originally founded in 1968 by Kevin McKinney, who will return as a member of the new PTJ editorial

team. PTJ was highly respected in the industry and embraced by aficionados of rail travel when it went out of production. Already the PTJ's premier issue is being planned, written and assembled.

Much of the Passenger Train Journal will pick up where the popular PTJ of yore left off and will climb back aboard the wave of new rail passenger happenings in North America and abroad, review developments ranging from long-distance intercity trains, new commuter-rail operations, and the trolley's triumph over freeway sprawl. The new PTJ combines the best of the "old" magazine with new columns and contemporary coverage, in a color format with plenty of illustrations, including helpful maps. Columns and coverage will include:

- . Passenger railroading in the Classic Era-covering all your favorite trains and service from the good 'ole days!

- . North American Intercity (new): Covers Amtrak, VIA Rail Canada, Ontario Northland.

- . Rush Hour (an old favorite): In-depth exploration of commuter rail, heavy rail (subway, surface and elevated) and light-rail (trolley) in North America.

- . Window on the World (formerly Window on Europe): What other countries are doing with the rail passenger mode.

- . Trip Report (another old favorite): Readers provide interesting details about rail travel journeys.

- . Targeting The Terminals (a major favorite of pre-1990 PTJ): In-depth coverage of rail passenger operations in major North American population centers, past and present, complete with our famous color-coded maps!

- . The Journal (an old favorite): For easy reference, timeline-style documentation of rail-passenger-related events every quarter.

- . The Corridor series returns! PTJ explores various North American rail passenger corridors, past, present, and future. First up, in the First Quarter 2007 PTJ: Chicago-St. Louis.

- . Leisure Rail (new!): Featuring rail travel information for tourist- and vacation-oriented passenger operations: Adirondack Scenic Railroad, the American-Orient Express, the Rocky Mountaineer, and museums across the land that have preserved the rail travel experience with historic locomotives and cars.

These and other features will make the newly revamped PTJ the source for passenger train information, be it historical or topical. For the dedicated railfan - the wait is over, Passenger Train Journal is back!

Subscription:\$29.95, Single copy price: \$7.95, Dealer discounts will apply.

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[www.whiteriverproductions.com](http://www.whiteriverproductions.com)

### **TEXAS STATE RAILROAD RUN BY DURANGO & SILVERTON?**

- From the internet, so take this with caution, but here's what I've heard on a recent Railspot Yahoo Internet Group post: "From a knowledgeable contact, I understand the TSRR is funded by the state until next March. Also, the plan to dam the Neches River and flood the line was defeated in the state legislature. There is a possibility that if the State of Texas does not fund the railroad for next summer, the Durango & Silverton management team might purchase the line and keep it running!

The Texas State Railroad, from Rusk to Palestine is running fine this summer. Of the two daily trains, one is pulled by steam. They have some early diesels for the other train, including an ALCO RS, # 7, in Southern Pacific Black Widow colors: very photogenic!

Last weekend, they had T&P #610, a 2-10-4, out of the shed in

# AMTRAK NEWS

I may start putting in monthly ridership statistics in future *Railroaders* if there's an interest. I'd highlight the Texas Eagle and the entire system, but not every train.

## EVENTS OF OTHER ORGANIZATIONS

**COTTON BELT RAIL HISTORICAL SOCIETY NEEDS URGENT HELP** to help repair storm damage at the Arkansas Railroad Museum. On May 10, 2006, there was a series of severe storms that caused much damage in Pine Bluff, including the museum's roof and walls. The Society is in need of financial assistance to make repairs. Tax deductible donations can be sent to Cotton Belt Rail Historical Society, PO Box 2444, Pine Bluff AR 71613, or call 870-535-8819 for details.

**GM&O HISTORICAL SOCIETY ANNUAL MEETING** – October 21, 2006 – Montgomery, Alabama. There will be a swap meet (tables \$25 for non-members) and the usual banquet and seminars. It will be held at the Quality Inn (former Ramada Inn East) in Montgomery (\$60 rate if you call the hotel directly at 334-277-2200). Contact: Patrick Hayes, 3456 Dundale Rd, Montgomery AL 36109, 334-279-9472, email: [phayes82@aol.com](mailto:phayes82@aol.com) and include GM&OHS in subject line. Admission is \$5 for non-members.

**HOBBY SHOPS IN ARKANSAS** - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, [onetrackmindtrains@hotmail.com](mailto:onetrackmindtrains@hotmail.com), <http://www.arkansasweb.com/onetrackmind/> \*\* **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326) \*\* **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 \*\* **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, [hsd@cox.net](mailto:hsd@cox.net) \*\* **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 \*\* **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 \*\* **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, <http://www.railroadtrain.com/>

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**KANSAS CITY, MO.**

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7:00 P.M. TRAIN DATE 1/16/56	
FOR 1 PASSENGER(S)	

RESERVATION RECORDED ON No. XKE 310

VALUE 5.80 TAX .58 TOTAL 6.38

CHICAGO, U. S. A.



Missouri & North Arkansas card tickets from Philip Moseley.

January 16, 1956 ticket stub for Pullman Room 7, Car 16 of Kansas City Southern's Number 16 passenger train leaving Texarkana at 7:00 p.m. for Kansas City. (Philip Moseley)