



ARKANSAS RAILROADER



VOLUME 37 NUMBER 12 DECEMBER 2006



ABOVE - SP 7666, a GP40-2, sits in a line at Union Pacific's North Little Rock engine repair facility on October 29, 2006, ready to be repaired and repainted. This is probably the last photo of it in original Southern Pacific colors. (*John C. Jones photo*). **BOTTOM** - GATX hopper 73683 in North Little Rock had this Chicago Museum of Science and Industry sign on it on November 7, 2006. (*John C. Jones photo*)



2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), effillers@aol.com
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BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com
BOARD '10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)

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 The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>



The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be our annual **Christmas Party, Saturday, December 9**. It will be held at the Adult Leisure Center, 6401 W 12th St, in Little Rock, from 5-7 p.m. Cost will be \$15. Let Treasurer Walter Walker (address above officer's table) know if you'll be attending and pay him the \$15 in advance if you can.

Holiday Train Show and Exhibit

Saturday, December 2 from 9 a.m. – 5 p.m.
Sunday, December 3 from 1:00 p.m. – 5:00 p.m.

Pulaski Heights Presbyterian Church Fellowship Hall
4401 Woodlawn Drive (in Hillcrest)
Little Rock, Ark. 72205

Sponsored by
Little Rock area Nat'l Model Railroad Assn.
and
Crooked Rails Modular Railroad Club

Model railroading is a great hobby! See an extensive collection of model trains in operating layouts, HO and N gauge scale. Demonstrations for design and construction of your layout, including sources for materials. Hands-on experience.

Whatever your age, you will find something to spark your interest. Experienced modelers will be on hand to answer all your modeling questions. Join us for this fantastic exhibit.

Free Admission
(no sales)

REGARDING JAMES FAIR'S REQUEST FOR INFORMATION ON THE COVER SHOT IN THE SEPTEMBER 2006 RAILROADER OF A STEAM PASSENGER TRAIN IN FAYETTEVILLE, ARKANSAS IN 1939 – The

photo in question was taken by the late P. B. Wooldridge. The following comes from Tom Duggan:

“The Frisco operated passenger service between Fayetteville and Okmulgee up until 1940. In later years a motor car protected the service. My May 1939 Frisco Passenger timetable shows that Train 789 left Okmulgee at 7:00 AM daily and arrived at Fayetteville at 12:30 PM. The return trip

left Fayetteville at 5:30 PM and arrived in Okmulgee at 10:30 PM. I think the two car train was protecting the motor car while it was out of service. It would have to back down to Fayette Junction to reverse for the return trip to Okmulgee. Passenger and RPO service ended May 12,

1940. The northbound passenger train passed through Fayetteville at 8:25 PM while the southbound stopped in Fayetteville at 9:53 AM so it was unlikely there would be much connecting traffic.

The Bentonville Branch (Rogers to Grove) and the St. Paul Branch (Fayetteville to Pettigrew) both went to tri-weekly mixed service March 1933. The Frisco was able to use one crew to cover both runs. Passenger train service on the Bentonville Branch ended in 1927 followed by a daily mixed train until 1933. The St. Paul Branch never had a passenger train but operated a daily mixed train that went tri-weekly in March 1933.

The Frisco depot in Fayetteville was sold about two years ago by a group who let the depot become shabbier and shabbier over their more than 14 years of ownership. The new owners are real estate developer who have plans for a massive condo-retail development that would tower over the tracks. They even mentioned building a tunnel to enclose the tracks. The new owners have put in new windows and painted the depot a light yellow color compared to the former beige. In September 2006 a Haagen Dazs ice cream shop and a Gloria Jean's coffee shop opened for business in the depot. You can still see the former Fred Harvey news stand. The new owners have also paved the parking lot and put in a lightly patronized pay parking lot.. There has been an enormous amount of residential and commercial development in Northwest Arkansas and in recent months there have been distinct signs of a slowing in the boom. I would have to wonder if banks would be willing to provide as much finance as was the case in past years.

Sincerely, Tom Duggan, Lowell, AR, daching@cox.net

DEADLINE FOR JANUARY 2007 RAILROADER is December 9, our Christmas Party. Mailing date for this issue expected to be November 22. It has taken 7-14 days to get delivered in recent months, even across town here in North Little Rock. That's why I have such a long lead time to get it to the printer and get it mailed. Printing takes one week. Even mailed at this early date, you may not always receive it in time for the meeting due to the sometimes-slow Non-Profit Mailing delivery.

I also send out email notices of upcoming meetings 2 or 3 days ahead, and if I have your email address, I'll notify you of the meeting and program for any given month.

P. B. WOOLDRIDGE BOOKLET STILL AT PRINTER - ALMOST READY - I've put together a 62-page booklet of many short Cotton Belt stories written by the late P. B. Wooldridge. It will be in a spiral binder-type booklet and include a few of his photos from the 1930s through 1970s (Mr. Wooldridge didn't take that many photos and some are not that good a quality since his print sizes were 2 x 3, but still rare). The booklet will be mostly text and photos will be black and white. The cost has yet to be determined, but I estimate it'll be around \$10 plus postage and handling. I'm paying for it entirely myself. I'll have an ad in the Railroader or a special mailout to members once it's printed.

I now have official permission from Union Pacific to use the logos of Cotton Belt, Southern Pacific, Missouri Pacific, MKT Railroad and T&P Railway. Thanks to Tom Shook, our NRHS Rep, for giving me proof of our membership in NRHS (a 501(c)3 non-profit) and to Fred Fillers for sending me a copy of our original 1969 Charter for the Arkansas Railroad Club, which was also needed to obtain the permission. (Ken Ziegenbein)

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>

Those of you reading the issues online but are not members are urged to join our club (\$20 a year local, \$22 additional if you want to join the NRHS too). The *Arkansas Railroaders* are expensive to produce since they have photos and 16 to 20 pages. To give Arkansas Railroad Club Paid Members first rights to read the *Railroaders*, I will be delaying putting them online until a few days after the meetings. I will, however, have a short note on the site giving the specifics of the next meeting. Thanks.

MINUTES OF OCTOBER 12 MEETING – (Taken by Jim Wakefield) – Meeting came to order at 2:05 p.m. ** Recognition of guests ** Tom Shook reminded us that there will be a Holiday Train Show and Sale on Saturday, December 2 from 9-5 and on Sunday, December 3 from 1-5 at Pulaski Heights Presbyterian Church's Fellowship Hall in Little Rock

(4401 Woodlawn Drive (in the Hillcrest area), Little Rock 72205). Free admission – No sales. ** Tom Shook also mentioned the national NRHS convention in Chattanooga, Tennessee next summer, which is an easy day drive from Little Rock, You can pre-register now (see form in November's *Railroader*). ** Ken Ziegenbein said the P. W. Wooldridge booklet with 62 pages of Cotton Belt stories and photos is almost ready. It will cost about \$10 plus postage (if you want it mailed). Ken will advise club members when it is ready. ** Ron Esserman told how much he enjoyed visiting the Railroad displays at the Bush Presidential Library in College Station, Texas. ** Peter Smykla, Jr. said that he has finished painting his locomotive UP C-630 at Pine Bluff. ** John C. Jones gave his report on Union Pacific. He said UP will once again use one of his photos for their Christmas Cards. ** Tom Stuart said Amtrak's Texas Eagle schedule has changed. The northbound arrives at 11:34 p.m. instead of 11:59 p.m. and the southbound arrives at 3:10 a.m. instead of 4:30 a.m. ** Randy Tardy mentioned that Lionel Trains has been put in the National Toy Museum. ** NEW OFFICERS FOR 2007: John Hodkin, Jr. President, Mark Silverberg, Vice-President, David Hoge, Secretary/Treasurer, Jim Wakefield added to the Board of Directors. ** Another M&NA abandoned right of way trip will be held as soon as Fred Fillers or Jim Wakefield can get the needed permission. ** Christmas Party will be held December 9. ** Adjourned about 2:40 p.m.



Table for two on the Little Rock, Maumelle & Western logging railroad right-of-way at Little Rock.

Photographer David Hoge will present
"Of Railroads Past"
images of where railroads once traveled Arkansas.

A reception will be held
2-4 p.m. Saturday, December 9, 2006,
at the
Ozark Heritage Arts Center & Museum
408 Oak Street, Leslie, Arkansas.

The photographs will be on display
at the arts center
December 2-30, 2006.

WANTED - FOR SALE OR TRADE

FOR SALE – “I have reproduced the M&NA Locomotive Herald. It is cast aluminum with polished reveals and dark inserts. It is 10” tall and 12” wide for \$75. This item is something that I produce only on demand so it takes several months to get some”. Russell Hughes, 12 Willow Lake Ridge, Cabot AR 72023, 501-941-1038. (Mr. Hughes just joined the Arkansas Railroad Club).

WANTED (to purchase or copy): Dispatcher train sheets for Missouri Pacific or Rock Island trackage in Arkansas, pre-1970. Also want to buy or copy pre-1970 conductor timebooks from MP and RI. Bill Pollard, 3005 Baxter Dr, Conway, AR 72034. <arkrail@arkansas.net> or 501-327-7083.

FOR SALE - ARKANSAS RAILROAD CLUB BOOKS STILL AVAILABLE – Our reprint of Gene Hull’s book *Shortline Railroads of Arkansas* and *Railroad Stations and Trains through Arkansas and the Southwest*, are still available. They cost \$20 each plus \$2 postage (total \$22). Send orders to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 and say which book you want.

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.

CALIFORNIA, NEVADA - UNION PACIFIC – To permit abandonment and discontinuance of service over both the Flanigan Industrial Lead from milepost 338.33 near Flanigan, NV, to milepost 360.10 near Wendel, CA, a distance of 21.77 miles in Washoe County, NV, and Lassen County, CA; and over the Susanville Industrial Lead from milepost 358.68 to milepost 359.25 near Wendel, CA, a distance of .57 miles in Lassen County, CA (collectively, the line). A final decision will be issued by January 26, 2007. (STB Docket No. AB-33 (Sub-No. 230X), decided October 23, served October 30, 2006)

TEXAS - TIMBER ROCK RAILROAD, INC - To discontinue service over a 116-mile portion of rail line that it operates under lease from BNSF Railway Company (BNSF), the owner of the line. The line extends between (1) milepost 149.5 near Silsbee, TX, and milepost 52.5 near Dobbin, TX, (2) milepost 20.70 near Silsbee, TX, and milepost 4.5 near Beaumont, TX, and (3) milepost 149.5 and milepost 152.30 and track No. 498 in the Silsbee Yard near Silsbee, TX. TIBR also seeks to discontinue its 54.72 miles of overhead trackage rights operations over BNSF lines extending between (1) milepost 52.5 near Dobbin, TX, and milepost 144.0 on the BNSF Galveston Subdivision at Somerville, TX, and (2) milepost 4.5 near Beaumont, TX, and milepost 2.28 at Beaumont, TX. A final decision will be issued by January 31, 2007. (As I understand it, the BNSF took over operations of this line again after leasing it to Timber Rock in 2004). (STB Docket No. AB-998X, decided October 25, served November 2, 2006)

MASSACHUSETTS - BOSTON AND MAINE CORPORATION – For B&M to abandon, and ST to discontinue service over, a line of railroad, known as the Fitchburg Freight Cut-Off, extending from milepost 0.00 to milepost 0.86 in Somerville, in Middlesex County, MA. Effective on December 7, 2006. (STB Docket No. AB-32 (Sub-No. 99X), decided October 31, served November 7, 2006)

WASHINGTON – BNSF - To abandon approximately 0.65 miles of rail line, extending between milepost 10.60 and milepost 11.25, near Wilburton, in King County, WA. Effective on December 8, 2006. (STB Docket No. AB-6 (Sub-No. 453X), decided October 30, served November 8, 2006)

MICHIGAN – NORFOLK SOUTHERN RAILWAY CO. - To abandon a 1.4-mile line of railroad between milepost CQ 41.3, and milepost CQ 42.7, located in Parchment, Kalamazoo County, MI. The line traverses United States Postal Service Zip Code 49004 and includes the former station of Parchment. Effective on December 12, 2006. (STB Docket No. AB-290 (Sub-No. 284X), decided November 3, served November 9, 2006)

NORTH CAROLINA - YADKIN RAILROAD COMPANY AND NORFOLK SOUTHERN RAILWAY - For Yadkin to abandon, and for NSR to discontinue service over, a 4.14-mile line of railroad between milepost N 27.50 in North Albemarle and milepost N 31.64 in Albemarle, Stanly County, NC. The line traverses United States Postal Service Zip Code 28001. The line includes the former stations of North Albemarle and Albemarle. Effective on December 14, 2006. (STB Docket No. AB-290 (Sub-No. 281X and STB Docket No. AB-290 (Sub-No. 270X), decided November 3, served November 14, 2006)



ARKANSAS RAIL NEWS



KCS HOLIDAY TRAIN SCHEDULE

(Kansas City, Mo., November 6, 2006) - In its sixth annual run, Kansas City Southern's (NYSE: KSU) (KCS) Holiday Express train will bring Santa Claus and his elves to visit 23 communities in six states throughout the KCS system, including Louisiana, Mississippi, Oklahoma, Missouri, Illinois and Kansas. At each stop, KCS will make a contribution of Wal-Mart gift cards to the local Salvation Army to provide warm clothing for children in need. Thanks to the generous contributions of KCS' employees, vendors and friends, KCS raised \$113,170 to purchase gift cards, an increase of more than eight percent over the amount raised in 2005. Since the Holiday Express premiered in 2001, charitable giving has grown 95 percent. From 2001 to 2005, attendance has grown more than 200 percent, making it a popular holiday tradition among communities served by KCS.

In addition to monetary contributions, KCS' employees and friends volunteer their time for train preparation, operations and playing the roles of Santa Claus and his jolly elves. In 2001, volunteers dedicated 8,000 plus hours to the rigorous transformation of retired freight cars to their present day grandeur. Led by KCS' Southern Belle, the six-car Holiday Express includes a smiling tank car "Rudy"; a flat car carrying Santa's sleigh, reindeer and a miniature village; a ginger bread box car; the elves' workshop; the reindeer's stable; and a little red caboose. At each stop, children visit with Santa Claus in the caboose before touring the three cars full of holiday displays. Festive music and lights complete the package.

Annual enhancements to the train are also part of the tradition. This year, the inside of Santa's caboose has been transformed into a winter wonderland, frosted in cool tones of blue and sparkling white lights, encrusted with ornaments and finished with a miniature roller coaster. Subtle additions to the o-scale models, new murals and lighting changes keep the exhibits fresh and exciting for repeat visitors.

The train's route varies each year to include some communities on the KCS system not previously visited by the Holiday Express. This year's schedule accommodates several communities affected by last year's treacherous hurricanes. Admission to the train is free and it is open to the public.

The Holiday Express project would not be possible without generous sponsors like Michael and Marlys Haverty, Bank of America, DST Systems, Inc., Hill Brothers Construction Co., Inc., Kansas City University of Medicine & Biosciences, TranSystems, Wal-Mart Stores and Yeretsky & Maher, L.L.C.

The Holiday Express train was built on the tradition of the former Gateway Western (GWWR) Santa Train, which made stops in small towns from East St. Louis, Ill. to Blue Springs, Mo. (GWWR was purchased by KCS in 1997.) In 2000, KCS employees noticed that the Santa Train was the only Christmas some kids had, and that some did not even have essential items like coats, hats and gloves. The employees were so touched that they committed to elevating the project to the experience that communities throughout KCS' service area enjoy today.

Headquartered in Kansas City, Mo., KCS is a transportation holding company that has railroad investments in the U.S., Mexico and Panama. Its primary U.S. holding is The Kansas City Southern Railway Company, serving the central and south central U.S. Its international holdings include Kansas City Southern de Mexico, serving northeastern and central Mexico and the port cities of Lázaro Cárdenas, Tampico and Veracruz, and a 50 percent interest in Panama Canal Railway Company, providing ocean-to-ocean freight and passenger service along the Panama Canal. KCS' North American rail holdings and strategic alliances are primary components of a NAFTA Railway system, linking the commercial and industrial centers of the U.S., Mexico and Canada.

(See schedule and a photo of the train taken this year by Doug Harley on the next page)



KCS Christmas Train as seen in Shreveport, Louisiana on June 25, 2006. (Doug Harley photo)

2006 Holiday Express Schedule

Date	Time	Location	Address
11/25	4PM	Shreveport, LA Rockets Over the Red	Festival Plaza
11/26	4PM	Coushatta, LA	State Hwy. & Main St.
11/27	4PM	Pineville, LA	101 W. Lee St.
11/28	4PM	LaPlace, LA	Elm Street
11/29	4PM	Gonzales, LA	Irma Blvd.
11/30	4PM	Leesville, LA	KCS Yard 901 S. 3 rd St.
12/01	4PM	DeQuincy, LA	Railroad Museum 400 Lake Charles Ave.
12/02	4PM	DeRidder, LA	111 N. Washington Ave
12/03	4PM	Vicksburg, MS	KCS Yard 2105 Levee St.
12/04	4PM	Heavener, OK	KCS Yard 403 W. 1 st St.
12/05	4PM	Stilwell, OK	Old KCS Depot
12/06	4PM	Noel, MO	Old KCS Depot
12/07	4PM	Pittsburg, KS	7 th & Michigan
12/08	4PM	Amsterdam, MO	Main St.
12/09	4PM	Grain Valley, MO	Main St.
12/10	4PM	Slater, MO	Depot
12/11	4PM	Roodhouse, IL	Depot
12/12	4PM	Godfrey, IL	Pearl St.
12/13	4PM	Pearl, IL	Main St.
12/14	4PM	Mexico, MO	326 S. Jefferson St.
12/15	4PM	Higginsville, MO	Depot
12/16	4PM	Blue Springs, MO	Main St.
12/17	Noon-5P	Kansas City, MO	Union Station

PROPERTIES LISTED ON NATIONAL REGISTER OF HISTORIC PLACES

These Arkansas properties have been listed on the National Register of Historic Places in October, the country's official list of historically significant properties:

Wilson-Martin House at Warren in Bradley County, a 1916 structure designed in the Georgian style of architecture

Old Arkansas 11—Kauffman Road Segment near Stuttgart in Arkansas County, a mile-long bituminous-surfaced roadbed built in 1916

Tichnor Rice Dryer and Storage Building at Tichnor in Arkansas County, a four-story corrugated-metal structure built in 1955-56

Gregory Dipping Vat at Lake Village in Chicot County, constructed in 1930 to help fight Texas cattle fever

W.H. Young House at Arkadelphia in Clark County, a 1921 Craftsman bungalow

Seven Hollows—Petit Jean Mountain Site #1 in Conway County, a rock art site dating from between 1000 and 1500 A.D.

Memphis to Little Rock Road—Bayou Two Prairie Segment in Lonoke County, a 1928 road remnant that was used in the Indian Removals of the 1830s

Moscow Methodist Church and Cemetery near Prescott in Nevada County, a ca. 1870 church and associated graveyard with burials dating to 1864

Arkansas Ordnance Plant Guard House at Jacksonville in Pulaski County, a 1941 structure used in a World War II ammunition plant

McCraw Cemetery at Jacksonville in Pulaski County, featuring burials dating to 1841

First Hotze House at Little Rock in Pulaski County, an 1869 Italianate-style building

Maumelle Ordnance Works Locomotive #1 at Fort Smith in Sebastian County, a 1942 gasoline-powered locomotive

United States Air Force Locomotive #1246 at Fort Smith in Sebastian County, a 1953 diesel-powered switch engine.

Old U.S. 67 Rest Area near Curtis in Clark County, featuring a fieldstone retaining wall, a semicircular bench and a well built in 1936 by the National Youth Administration

Bearden Waterworks at Bearden in Ouachita County, consisting of a metal water tower, two well houses and a holding tank built in 1936 by the Public Works Administration (PWA)

Hampton Waterworks at Hampton in Calhoun County, featuring a metal water tower and associated well house built in 1937 by the Pittsburgh-Des Moines Steel Co. for the PWA

Eudora City Hall at Eudora in Chicot County, a two-story brick structure designed in the Art Deco style of architecture and built in 1936 by the PWA

Hughes Water Tower at Hughes in St. Francis County, a metal water tower built in 1936 by the Chicago Bridge and Iron Works for the PWA

Mountain View Waterworks at Mountain View in Stone County, a metal water tower and associated well house built in 1936-37 by the PWA.

For more information on the National Register of Historic Places program, write the AHPP at 1500 Tower Building, 323 Center St., Little Rock, AR 72201, call the agency at (501) 324-9880 [TDD 501-324-9811], send e-mail to info@arkansaspreservation.org or visit the AHPP's Internet web site at www.arkansaspreservation.org.

GENERAL RAIL NEWS

NO MORE ROYALTIES FOR MODEL TRAINS USING UP LOGOS

(Omaha, Neb., November 8, 2006) - M.T.H. Electric Trains and Union Pacific

Railroad are pleased to announce that they have amicably settled the trademark infringement case that UP filed against M.T.H. in Omaha, Nebraska federal court. The settlement benefits both parties, as well the entire model railroad industry. It allows Union Pacific to continue to protect its intellectual property, and authorizes M.T.H.'s use of Union Pacific's trademarks and paint designs on model train products and accessories.

Union Pacific has also decided to change its trademark-licensing program so that model railroad manufacturers will no longer have to pay a royalty, and will enjoy a perpetual license to use Union Pacific trademarks and paint designs on model railroad products.

In reacting to the end of the yearlong legal battle, M.T.H. recognized the commitment of UP to make a change. "UP deserves a lot of the credit here," Wolf stressed. "UP's willingness to reconsider its position with regard to model train manufacturers' use of its trademarks allowed a deal to be struck. UP has long been a friend and a steward of the hobby and this new license reflects that."

Wolf added that the case was a big drain on M.T.H.'s resources but worth the effort. "For seventy years, Union Pacific and the other

railroads have worked with our industry to develop and nurture the model-railroading hobby. The UP license that had been in effect did not properly reflect that mutually beneficial and rewarding relationship."

Bob Turner, Senior Vice President Corporate Relations for Union Pacific, said, "Mike Wolf is to be commended for his commitment to the model railroad industry. His energy and passion helped us find a solution that will better reflect the positive relationship that Union Pacific and the model train industry have enjoyed for many years."

To help commemorate the new arrangement between UP and the model train industry, M.T.H. will release a yet-to-be determined Union Pacific-sanctioned commemorative model locomotive.

BIG TUNNEL EXPANSIONS ON NORFOLK SOUTHERN

(Thanks partly to Randy Tardy and Dan Barr - from NS newsbreak, October 2006) - Norfolk Southern Railways is involved in a corridor project, which will include one of the biggest tunnel-expansion projects in the nation's history. They will raise the heights of 28 tunnels, stretching more than 5 miles in total length, through the Appalachian Mountains and

make some tunnels open overhead, becoming a large cut with high sides.

This project will have a profound effect on shipping and the economies of some of the poorest Appalachian communities. This new "Heartland Corridor" will clear the way for automotive trains and double-stacked freight cars to travel directly from the busy port at Norfolk, Va., to Chicago. It will cut a half-day and more than 200 miles off the trip.

Consumers will save money because **double-stacking trailers on freight trains reduces shipping costs about \$500 per cargo container. It should lighten highway traffic, too, because each train replaces about 300 trucks.**

It will give poor mountainous areas in West Virginia a chance to enter the global marketplace. Smaller rail tunnels, built early in the last century, made it impossible for mountain towns to compete for manufacturing plants that require access to modern freight trains.

The rail tunnels are used heavily now for hauling coal. They will be expanded 1 or 2 feet to nearly 21 feet in height, tall enough for two 9 1/2-foot cargo bins stacked atop each other. Containers that size can be transferred from ships and unloaded to trucks for delivery. The federal government is paying \$95 million of the \$150 million cost of raising the tunnels, which are on private property owned by Norfolk Southern. The rail project was included in a six-year, \$286 billion highway appropriation in 2005.

Only about 15% of the nation's rail lines are cleared for double-stacked freight cars.

THE 'X' IN XMAS – I've always heard that writing XMAS instead of CHRISTMAS was almost sacrilegious. According to an article in the Kilgore, Texas Herald, it ain't so.

Although there is a common misconception that the term "Xmas" is disrespectful, its origins show this not to be true. The Greek word for Christ is "Xristos" and the letter "X" was frequently used as a religious symbol in the early days of Christianity. "Xmas" is merely an abbreviated form of the word "Christmas" and was first used by Europeans in the 16th century. "Xmas" has been used for hundreds of years in religious writing, where the X represents a Greek chi, the first letter of "Christ." In this use it is parallel to other forms like Xtian, "Christian." According to the American Heritage Dictionary, "People unaware of the Greek origin of this 'X' often mistakenly interpret 'Xmas' as an informal shortening pronounced (ksms). Many frown upon the term 'Xmas' because it seems to them a commercial convenience that omits Christ from Christmas." (*Just food for thought with all the ramblings last Christmas season about 'Happy Holiday' vs. 'Merry Christmas'*)

AMTRAK NEWS

AMTRAK SCHEDULE CHANGES OCT 30, 2006

Amtrak and the Illinois DOT previously announced an additional four round-trip trains will operate between Chicago and downstate Illinois, with two additional frequencies to and from St. Louis and one each to and from Carbondale and to and from Quincy. Resulting frequencies will be five round-trips between Chicago and St. Louis, along with two round-trips between Chicago and Carbondale and two round-trips between Chicago and Quincy. Other schedule improvements include two-hour earlier departure times from Chicago for eastbound trains on the Hoosier State/Cardinal routes to Indianapolis and on to Cincinnati; Huntington, WVa.; Washington and New York. The eastbound Capitol Limited will operate 90-minutes later from Chicago (7:05 pm) to Toledo (11:59 am), Cleveland (2:15 am), Pittsburgh (5:45 am) and Washington (1:30 pm).

Also, the **Texas Eagle** will originate an hour earlier from San Antonio at 7:00 am on its route to Chicago through Texas and Arkansas. Eagle times will also change for Little Rock for the southbound Eagle from Chicago. (The entire schedule is printed elsewhere in this *Railroader*, as is the dining car menu)

LIONEL TRAINS PUT IN HALL OF FAME

(Thanks to Randy Tardy) – The National Toy Hall of Fame in Rochester, New York has added Lionel trains to the museum. The Easy-Bake Oven, Mr. Potato Head, and the Frisbee were also added, along with 32 more toys. Toys displayed here must not only be widely recognized but also be educational and popular over several generations. Lionel was started in 1900 when Engineer Joshua Lionel Cowen built one for a store window. When someone bought it, he decided to start the Lionel Train Company. Sales of Lionel Trains peaked way back in 1953 with sales of \$32.9 million.

IDLE TIME DECREASING

Union Pacific's North Platte, Nebraska yard (the world's largest railyard with 315 miles of track), and it operates 24 hours a day with an average of 150 trains a day. U.P. system-wide dwell time for freight cars averages 28.3 hours, down from previous years, but still twice as long as BNSF. In 2005, U.P. developed 5-man teams inspired by NASCAR pit crews to try and get trains through the North Platte yards faster. To keep up with demand, U.P. needs to hire about 40 new employees a month through 2010 just to keep up with retirement and increased business. (*Via Dan Barr from the September 26, 2006 Houston Chronicle*)

ALL ABOARD AMTRAK

Breakfast

ENTREES

All breakfast entrees include juice (orange, apple, or berry) and coffee, tea, or milk.

WESTERN OMELET	\$9.00
Omelet draped with cheddar cheese, then topped with peppers, onion, and kani, served with breakfast potatoes.	
SOUTHWESTERN QUICHE	\$9.00
Quiche with pinto beans, onion, jalapeno peppers, red and green peppers, jack cheese, rounded tomatoes and seasonings, served with breakfast potatoes.	
RAILROAD FRENCH TOAST	\$7.00
Traditional thick slices of egg-dipped French toast grilled to a golden brown, served with syrup.	
Bob Evans BREAKFAST SCRAMBLE	\$9.00
A savory blend of scrambled eggs, pork sausage and cheddar cheese, served with a full order of French toast and cut fruit.	
CONTINENTAL	\$6.75
The light or alternative: your choice of cold cereal (Rice Krispies®, Raisin Bran Crunch®, or Frosted Flakes®), or oatmeal. Served with cut fruit, a croissant and yogurt (strawberry or blueberry).	

ON THE SIDE

PORK OR TURKEY SAUSAGE	\$3.00
Your choice of either pork sausage patties or turkey sausage links.	

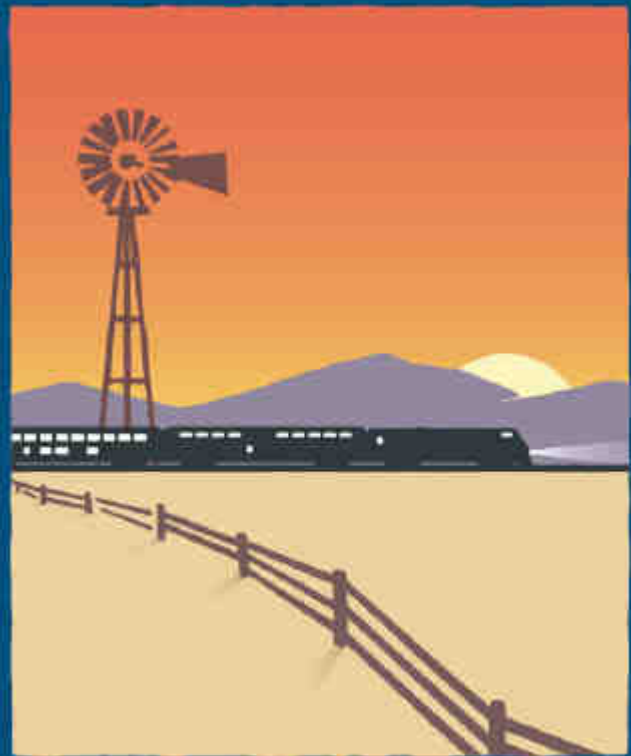
BEVERAGES

BOTTLED WATER	\$2.00
SOFT DRINKS (regular or diet)	\$1.75

***FDA Consumer Advisory:** If you are especially vulnerable to food borne illness, you should only eat seafood, meat and eggs that have been thoroughly cooked.

Prices are in US currency and include all taxes. Amtrak accepts major credit cards. Gratuity at the passenger's discretion. Water served upon request. Amtrak is a registered service mark of the National Railroad Passenger Corporation.

If you paid by cash, credit card, or traveler's check and did not receive a receipt, your meal is complimentary.



Dining Car

MENU

*"Strive mightily,
but eat and drink as friends."*

— William Shakespeare

1



Amtrak uses this menu on several of its trains in the Midwest, including the Texas Eagle, which comes through Arkansas daily. The Amtrak station at Little Rock now is open from 9 p.m. until 5 a.m. every day, and on Wednesday, Thursday and Friday the station is also open from 1 p.m. until 5 p.m.

Lunch

ENTREES

All lunch entrees include coffee, tea, or milk.

ANGUS BEEF BURGER	\$8.25
Flame broiled all beef Angus burger on a soft bakery bun, with or without cheddar cheese, served with lettuce, tomato, potato chips and a pickle spear.	
GARDENBURGER*	\$7.75
The delicious meatless alternative on a soft bakery bun, with lettuce, tomato, potato chips and a pickle spear.	
GRILLED CHICKEN SANDWICH	\$8.00
Tender boneless grilled chicken breast served on a soft bakery bun, with or without cheese, and lettuce, tomato, chips, and a pickle spear.	
STONE FIRED ROASTED CHICKEN PIZZA	\$9.00
Freshly baked individual size stone fired crust pizza topped with roasted chicken, fragrant parsley sauce and glazed sweet red onions served with a tossed salad.	
SOUTHWESTERN QUICHE	\$9.00
Quiche with pinto beans, onion, jalapeno peppers, red and green peppers, jack cheese, roasted tomatoes and sautéed mushrooms served with a tossed salad.	
CHICKEN CAESAR SALAD	\$6.00
Café-style salad featuring fresh tomatoes, lettuce topped with roasted chicken breast, shredded parmesan cheese, and a classic Caesar dressing.	

BEVERAGES

BOTTLED WATER	\$2.00
SOFT DRINKS (regular or diet)	\$1.75
DOMESTIC BEER (Budweiser, Bud Light, Miller Genuine Draft)	\$4.00
PREMIUM BEER (Corona, Heineken or Samuel Adams)	\$5.00
COCKTAILS	\$5.00
<i>(Please see our cocktail list for a description of our premium spirits.)</i>	
RED WINES, HALF BOTTLE (Merlot or Cabernet Sauvignon)	\$12.00
WHITE WINES, HALF BOTTLE (Chardonnay or Pinot Grigio)	\$12.00

*FDA Consumer Advisory: If you are especially vulnerable to food borne illness, you should only eat seafood, meat and eggs that have been thoroughly cooked.

Prices are in US currency and include all taxes. Airfare accepts major credit cards. Gratuity at the passenger's discretion. Water served upon request.

If you paid by cash, credit card, or traveler's check and did not receive a receipt, your meal is complimentary.

Dinner

ENTREES

All dinner entrees include a mixed green salad with dressing, a dinner roll, and coffee, tea or milk.

BRAISED BEEF	\$19.00
Generous serving of braised beef entree with bordelaise sauce. <i>A glass of cabernet is suggested with this entree.</i>	
PORK CHOP	\$18.50
Seared pork chop, served bone in for flavor, slow cooked in a rich brown gravy. <i>A glass of merlot enhances this dish.</i>	
BASIL & THYME COD	\$16.50
Perfectly seasoned twin cod filets. <i>A glass of chardonnay enhances this dish.</i>	
ROAST CHICKEN	\$14.50
Generous portion of a perfectly seasoned restaurant-style half chicken. <i>Our pisto grigio goes perfectly with this selection.</i>	
CHEESE TORTELLINI	\$11.00
Tri color cheese filled tortellini with Alfredo sauce, served with your choice of vegetable. <i>Our pisto grigio goes perfectly with this selection.</i>	
THIS EVENING'S SPECIAL	\$12.50
Your server will describe tonight's special offering.	
ANGUS BEEF BURGER	\$8.25
Flame broiled all beef Angus burger on a soft bakery bun, with or without cheddar cheese, served with lettuce, tomato, potato chips and a pickle spear.	
STONE FIRED ROASTED CHICKEN PIZZA	\$9.00
Freshly baked individual size stone fired crust pizza topped with roasted chicken, fragrant parsley sauce and glazed sweet red onions, served with a tossed salad.	

Please choose two of the following to accompany your entree: baked potato, whipped mashed potatoes, rice pilaf, broccoli or tonight's vegetable.

DESSERTS

SWEET TEMPTATION CHOCOLATE CAKE	\$5.00
Two delicious chocolate layers are filled and covered with creamy dark fudge frosting and garnished with a border of chocolate chips.	
NEW YORK STYLE CHEESECAKE	\$3.75
FRUIT	\$3.50
Refreshing mix of cantaloupe, honeydew, oranges, pineapple and seedless red grapes.	

Complement your dessert with any combination of strawberry topping, whipped cream or chocolate sauce.

TEXAS EAGLE

Chicago • St. Louis • Little Rock • Dallas •
Fort Worth • San Antonio • Los Angeles

21/421	◀ Train Number ▶	22/422	
As indicated in column	◀ Days of Operation ▶	As indicated in column	
[B] [A] [X] [C] [D]	◀ On Board Service ▶	[B] [A] [X] [C] [D]	
Read Down	Mile	Symbol	Read Up
2:00P Daily	0 Dy	Chicago, IL-Union (CT) [M] Madison—see back	2:14P Daily
2:55P Daily	27	Joliet, IL	3:11P Daily
4:42P Daily	62	Peoria, IL	4:10P Daily
4:19P Daily	124	Springfield-Normal, IL [M] Baretport, [M] Indianapolis—see back	4:42A Daily
4:52P Daily	155	Lincoln, IL	4:59A Daily
5:29P Daily	185	Springfield, IL	5:29A Daily
6:38P Daily	257	Alton, IL	6:15A Daily
7:38P Daily	288	St. Louis, MO	8:30A Daily 7:30A
11:42P Daily	453	Poplar Bluff, MO	2:38A Daily
12:57A Daily	513	Walnut Ridge, AR (Jonesboro)	3:36A Daily
3:10A Daily	634	Little Rock, AR	4:34P Daily
3:55A Daily	677	Malvern, AR (Hot Springs National Park)	5:02P Daily
4:29A Daily	694	Arkadelphia, AR	5:57P Daily
5:53A Daily	774	Texarkana, AR/TX	6:40P Daily
6:15A Daily	840	Marshall, TX	7:39P Daily
9:03A Daily	964	Longview, TX (Tyler) [M] Bonham City, [M] Houston—see back	6:14P Daily
9:50A Daily	912	Mineral, TX (Canton)	6:10P Daily
12:00N Daily 12:20P	991	Dallas, TX	3:48P Daily 3:20P
1:55P Daily 2:40P	1022	Fort Worth, TX	2:26P Daily 1:58P
3:22P Daily	1051	Cleburne, TX	1:08P Daily
4:30P Daily	1125	McGregor, TX (Waco)	11:51A Daily
5:13P Daily	1150	Temple, TX [M] Ft. Hood [M] Killeen—see back	11:25A Daily
6:05P Daily	1188	Taylor, TX	10:25A Daily
7:00P Daily	1223	Austin, TX	9:51A Daily
7:42P Daily	1250	San Marcos, TX	8:32A Daily
10:25P Daily 5:43A TuThSa	1305	San Antonio, TX [M] Laredo, Brownsville —see back	7:00A Daily 10:25P MoThSa
11:35A TuThSa	1475	Del Rio, TX	6:37P MoThSa
11:13A TuThSa	1501	Sanderson, TX	4:11P MoThSa
1:24P TuThSa	1640	Alpine, TX (Big Bend Nat'l Park) (CT)	2:26P MoThSa
3:10P TuThSa 3:55P	1910	El Paso, TX (MT) (Ciudad Juarez, Mex.)	8:06A MoThSa 8:16A
7:28P TuThSa	1998	Deming, NM	6:15A MoThSa
8:24P TuThSa	2068	Lordsburg, NM (MT)	5:20A MoThSa
10:28P TuThSa	2175	Benson, AZ (MST)	3:20A MoThSa
1:05A WeFrSa	2225	Tucson, AZ	2:20A MoThSa
2:02A WeFrSa	2312	Maricopa, AZ (Phoenix)	11:11P SuWeFr
3:10A WeFrSa	2477	Yuma, AZ (MST)	8:24P SuWeFr
6:57A WeFrSa	2522	Palm Springs, CA (PT)	5:06P SuWeFr
9:05A WeFrSa	2569	Ontario, CA	3:24P SuWeFr
11:15A WeFrSa	2586	Pomona, CA	3:11P SuWeFr
10:10A WeFrSa	2728	Los Angeles, CA (PT)	2:38P SuWeFr

The Texas Eagle serves all stations between Chicago and San Antonio daily. Through service west of San Antonio operates tri-weekly, departing Chicago, Poplar Bluff and intermediate stations on Sundays, Tuesdays and Thursdays. Eastbound trains departing Los Angeles on Sunday, Wednesday and Friday arrive Dallas on Tuesday, Friday and Sunday and stations between Walnut Ridge-Chicago on Wednesday, Saturday and Monday.

HEARTLAND FLYER

Oklahoma City • Fort Worth

821	◀ Train Number ▶	822	
Daily	◀ Days of Operation ▶	Daily	
[B] [C] [D]	◀ On Board Service ▶	[B] [C] [D]	
Read Down	Mile	Symbol	Read Up
8:25A	0	Oklahoma City, OK [M] Tulsa—see back [M] Kansas City—see back	9:39P
8:30A	20	Norman, OK	8:53P
8:46A	25	Purcell, OK	8:16P
9:01A	57	Perla Valley, OK	8:11P
10:20A	102	Ardenmore, OK	7:22P
11:01A	141	Gainesville, TX	6:41P
12:35P	206	Fort Worth, TX (CT)	5:35P

The Heartland Flyer is financed primarily through funds made available by the Oklahoma State Department of Transportation.

Services on the Heartland Flyer

- [B] Coaches: Reservations required.
- [C] Cafe Car: Sandwiches, snacks and beverages.
- [D] Bicycle Racks: Train equipped with a limited number of bike racks for carrying unboxed bicycles.
- [E] Trails and Rails Program: In a cooperative effort with the National Park Service, an interpretive guide provides a narrative along the route (Summer only).
- [F] Smoking is prohibited entirely on this train.

Services on the Texas Eagle

- [B] Coaches: Reservations required.
- [C] Sleeping Cars: Single-line sleeping accommodations.
- [D] Amtrak's Metropolitan Lounge available in Chicago for Sleeper Service passengers.
- [E] Dining Car: Complete meals except San Antonio-Austin. Cold meal service for Sleeper Service passengers between San Antonio-Austin.
- [F] Sightseer Lounge: Sandwiches, snacks and beverages.
- [G] Entertainment: Railway Media's digiPlayer™ available for rent at Chicago Union Station.
- [H] Trails and Rails Program: In a cooperative effort with the National Park Service, an interpretive guide provides a narrative along the route (Summer only).
- [I] No Smoking: Smoking is prohibited entirely on this train. Passengers may smoke on station platforms as announced by train crews, and must remain next to the train, ready to reboard immediately upon hearing the sound of the locomotive horn and verbal "All Aboard" calls.

Symbols and Reference Marks

- A Time Symbol for A.M.
- CT Central Time
- D Stops only to discharge passengers.
- MT Mountain Time
- MST Mountain Standard Time
- P Time Symbol for P.M.
- PT Pacific Time
- R Stops only to receive passengers.
- [B] Checked Baggage Service available at stations indicated.
- [C] Thruway Motorcoach Connection. Coordinated train/motorcoach service with connections at the Amtrak station (in most cases), as well as through fares/ticketing. Passengers traveling on Thruway connections must be ticketed before boarding coaches in order to obtain through fares. Motorcoaches are normally not accessible to passengers who use wheelchairs.
- [D] Ticket office open for all train departures.
- [E] Tickets can not be purchased at this location.
- [F] All station facilities are fully accessible to persons who use wheelchairs. Barrier-free access between street or parking lot, station platform and train; however, not all facilities within the station are fully accessible.
- [G] Stops only on signal, or advance notice to conductor.
- [H] Convenient FlyAway Bus Service to Los Angeles International Airport.
- [I] This location does not observe Daylight Saving Time. Local time will be one hour earlier from March 11 - November 4, 2007.
- [J] Classic Limousine operates Thruway van service from Springfield, IL for connections from Train 22 to Trains 3 and 5 at Galesburg, IL and from Galesburg, IL, from Trains 4 and 6 to Train 21 at Springfield, IL.
- [K] Shuttle service between Arkadelphia and Hot Springs National Park to begin on date to be announced. Consult Amtrak.
- [L] Reserved long-distance train.
- [M] Reserved Corridor service.
- [N] Thruway and connecting services.

Amtrak's Texas Eagle now serves Little Rock northbound at 11:34 p.m. and southbound at 3:10 a.m. as of October 30, 2006. It leaves both Chicago and San Antonio earlier than the previous schedule.

EVENTS OF OTHER ORGANIZATIONS

PINE BLUFF – ANNUAL RAILROADIANA SHOW AND SALE APRIL 14, 2007 – It will be held at the Arkansas Railroad Museum in Pine Bluff as usual. It includes railroad memorabilia and model trains of all scales. Admission is \$5, children 6-12 \$2. For information on reserving tables, call the museum at 870-535-8819.

INDIANA – APRIL 14, 15, 2006 - LIMAS, BALDWINS, ALCOS, EMDS and MORE!

THE SOUTHERN APPALACHIA RAILWAY MUSEUM announces our 2007 Photo Freight Weekend, this year on the WHITE-WATER VALLEY RAILROAD and INDIANA TRANSPORTATION MUSEUM, both in INDIANA! Saturday, April 14, and Sunday, April 15, 2007. Come ride with us on these two railroads as we operate two days of diesel freight trips, each designed with the railroad photographer in mind.

Saturday, April 14, 2007 - We will be operating on the 20-mile long Whitewater Valley Railroad. We plan on having a Lima diesel and a NYC Alco, each pulling vintage freight and passenger cars over the line. The route was once the Whitewater Canal, built along the Whitewater River around 1840. By 1865, the canal was dead and the railroad took over. Once operated by NYC's "Big Four" - Cleveland, Cincinnati, Chicago & St. Louis Railway - today the line between Connersville and Metamora is operated by the Whitewater Valley Railroad. An added feature this year is the ability to operate to the end of track south of Metamora with runbys planned for the restored canal lock at this location.

Saturday night we will hold a night photo session at the Indiana Transportation Museum using NKP 426, a GP7 built in 1953. Steve Barry of Railfan & Railroad Magazine will be there to provide the lighting.

Sunday, April 15, 2007 - Riders will see NP 426 pulling a photo freight southward over the entire ITM property, covering the line from Tipton to near the fairgrounds in Indianapolis. These 38 miles of track were once known as the Indianapolis & Peru, and more recently, as the Nickel Plate Road.

The Southern Appalachia Railway Museum is based in the Knoxville-Oak Ridge, Tennessee, area and operates the Secret City Scenic Excursion Train through the former K-25 Manhattan Project facility. Check out our website at "<http://www.southernappalachia.railway.museum>" for information on our organization and on our many other events that we operate nationwide.

SCHEDULE OF EVENTS:

SATURDAY, APRIL 14, 2007 - The trains depart Connersville, Indiana, at 8:00 am (all times Eastern Daylight Time) and will make a number of stops on the way to the canal town of Metamora. At Metamora, a number of photo opportunities exist with the grist mill, operating canal, covered bridge, and historic buildings. Lunch on your own at one of several restaurants in town. Return to Connersville is about 4:00pm.

SATURDAY NIGHT, APRIL 14, 2007 - Night photos at the ITM museum site in Noblesville begin after dark around 8:30pm. As usual, they end when the batteries and the photographers go dead.

SUNDAY, APRIL 15, 2006 - The train departs Noblesville at 8:00am. We will first run southward to Indianapolis, then northward to Tipton and then work our way back south to Noblesville, making stops for photos along the line. Return to Noblesville is about 3:00pm.

PRICES:

Tickets are \$125 for the entire weekend. Single day tickets are \$65 each and include the Saturday night photo session. The night photo session alone is \$20. Sales are limited so make your reservations early.

TICKET ORDER FORM:

Please print the following information and include with a stamped self addressed envelope. Mail along with a check or money order made out to SARM Photo Freight 2007, to SARM Photo Freight 2007, c/o Barton Jennings, P.O. Box 620, Avon, IL 61415.

Name: _____

Phone: _____

Address : _____

E-mail address: _____

TICKETS NEEDED:

PHOTO FREIGHT 2007 Ticket: All weekend events on WWV and ITM , _____ @ \$125 = _____

PHOTO FREIGHT 2007 Ticket: Saturday, April 14 on the Whitewater Valley Railroad, _____ @ \$65 = _____

NIGHT PHOTO 2007 Ticket: Saturday, April 14 at ITM (free with any freight ticket), _____ @ \$20 = _____

PHOTO FREIGHT 2007 Ticket: Sunday, April 15 on the Indiana Transportation Museum , _____ @ \$65 = _____

Total: _____

WHERE IS SHE NOW?

Gene Hull

It was in the summer of 1947 that I found this old neglected and abandoned Missouri Pacific Ten Wheeler 4-6-0 number 2522. She was sitting on a short piece of track in Paris, Ark. slowly being surrounded by encroaching grass and weeds. Vandals had built a fire on the floor of her cab, destroying its wood framing. Metal parts also had been stripped away. Every piece of brass, valves and gauges had followed somebody home. The roof was missing and obviously she had, for a long while, been subjected to the vicissitudes of weather.

A bit of searching in the family tree of Missouri Pacific locomotives disclosed that this old engine had been built in 1898 by the Cooke Locomotive and Machine Company for the Missouri Pacific. Her earlier sisters numbers 2501-2515 came from Rogers Locomotive Company and were assigned to the St. Louis, Iron Mountain & Southern. (The Mo. Pac. and St.LIM & S were consolidated as Missouri Pacific in 1917). The 2522 had 20" x 24" cylinders; 61 diameter driving wheels; 190 pounds per square inch boiler stream pressure; 147,300 pounds weight; 25,420 pounds tractive force. With these specifications she was class TN-61.

The letter board at the top of the tender bore the name Subiaco. This indicated she had become the property of either the Ft. Smith, Subiaco & Eastern or the Ft. Smith, Subiaco & Rock Island, depending upon when she left the Missouri Pacific. The Ft. Smith, Subiaco & Eastern was formed on 5 July 1909 to run from Ft. Smith to Scranton, 13.6 miles. The 26.20-mile extension from Scranton to Dardanelle was put in operation 1 Sept. 1920. On that date the FSS & E purchased te Rock Island & Dardanelle between Dardanelle and Ola, 13.8 miles. The name was changed to Ft. Smith, Subiaco & Rock Island. The road between Ft. Smith and Ola, 53.8 miles was pulled up by a wrecking crew of Hyman-Michalls of Chicago for scrap.

So, depending upon the date No. 2522 left the Mo. Pac., she could have been sold to either the Ft. Smith, Subiaco & Eastern or Ft. Smith, Subiaco & Rock Island.

What has happened to her since that summer day in 1947?





SHE HAS SEEN BETTER DAYS

Gene Hull

When looking at this old 4-4-0 No. 124 it is impossible to realize she at one time presented a queenly appearance around the “Queen City” of New Orleans. She was built by Baldwin Locomotive Works in 1882 for the successful railroad called Morgan’s Louisiana & Texas Railroad.

This railroad was built under the charter for the New Orleans, Opelousas & Great Western Railroad. It was incorporated in 1852 to construct a line from some point opposite New Orleans westward to the Texas state line, about 250 miles. Rails were laid from Algiers to Brashear, a distance of 80 miles and was opened for business in 1854. At the present time these points would be Gretna and Morgan City (at the east end of Grand Lake).

The company became financially embarrassed during the Civil War and in May 1869 was purchased at a United States Marshal’s sale by Charles Morgan, of New York, for \$2,050,000. He operated the railroad in connection with his fleet of steamships from Brashear to Galveston and other points in Texas and from New Orleans to Mobile. Several branch rail lines were added and by 1874 its total length was 100 miles.

Arrangements for receiving and delivering freight in New Orleans was almost perfect. Cars were transferred across the Mississippi River in steamboats specially built for that purpose and hauled to depots located in the center of the business portion of the city adjacent to the wharves. Morgan also established a line of riverboats plying the Bayou Teche, extending northwest from Atchafalaya Bay to serve the many sugar cane plantations in that area. Hawaii was the only place growing more sugar cane than Louisiana.

On 1 March 1885, the road was leased to the Southern Pacific for 99 years.

The photo shows the once proud old 4-4-0, which bore numbers 44 and 544 on Morgan’s railroad. She was built by Baldwin Locomotive Works in 1882. Through the years she lost her status and was replaced on the railroad. Her portrait above was made at one of the many sugar cane plantations near Meeker, Louisiana a few miles south of Alexandria on Bayou Boeuf in October 1947.

The once beautiful old 4-4-0 had been cannibalized, revised and bastardized until she couldn't be recognized. Even Baldwin wouldn't know her. Her old wooden "cowcatcher" pilot had given way to a foot board, which reveals to one and all that she had been demoted to switcher service.

The screenwire bonnet on her tall "bootleg" smokestack resembles an old lady's veil of mourning. That horrendous sheetiron cab looks like an outhouse with its door missing. The tiny, insignificant headlight is a desecration resting on the platform that once supported the original large oilburning lamp.

The tiny steam dynamo looks like a frightened, hitch-hiking varmint hiding between the sand dome and the whistle-supporting steam dome.

Wheezing, asthmatic and leaking steam, she still made her way carefully along light rails among the fields of sugar cane.

Indeed, this old girl had seen better days.

HUMILIATION

Gene Hull

This old-timer was built by Vulcan Iron Works of San Francisco in 1865 with Shop Number 6, as shown on her firebox door. She later was found in a weed-grown slough behind the Southern Pacific shops in Sacramento, California. She is shown here in 1911. The little engine ended her days in the shame of neglect and ignominy of desertion..

