



# ARKANSAS RAILROADER



VOLUME 37 NUMBER 2 FEBRUARY 2006



The abandoned Missouri Pacific line through Elaine, Arkansas on December 9, 2005. This line was once the home of the famous Missouri Pacific “Delta Eagle” passenger train but was abandoned by Union Pacific in the 1980's after UP acquired the MoP. The 73-mile corridor is now part of the Delta Heritage Trail. This rails-to-trails conversion in southeast Arkansas is being developed in phases along the right-of-way that stretches from one mile south of Lexa (six miles west of Helena) to Cypress Bend (five miles northeast of McGehee). Gene Hull's story on this line is inside this newsletter. *(Ken Ziegenbein photo December 9, 2005)*



Missouri Pacific's "Delta Eagle" at Marianna, Arkansas on initial run 11 May 1941 from Tallulah, Louisiana to Memphis, Tennessee. MoPac #7100 was used as power, which also was on the final run (below) (*Gene Hull collection*)



The final run of the "Delta Eagle" occurred on February 27, 1960 using MoPac Locomotive 7100 plus some combine, rather than motorcar #670. This photo shows the final crew next to #7100 before it departed for the final time (not sure if the photo was taken in Helena or McGehee): L to R: J. Q. Haistry-engineer; H. E. Bearden-conductor; John Chandler-fireman; Wallace Yates-brakeman; and R. E. Nelson, expressman.

The photo is from Mr. Nelson, who is from McGehee. (*From the collection of Randy Tardy*)

The stories on the next pages refer to this now-abandoned rail line through eastern Arkansas. Both stories were written by Gene Hull with additional photos and features by Ken Ziegenbein and Randy Tardy.

# OLD RAILROAD SAVED – TEMPORARILY

*Gene Hull*

During the summer of 1979, the Missouri Pacific was furiously busy rebuilding 173 miles of its Wynne Subdivision (of the Louisiana Division) between McGehee and Jonesboro, Arkansas.

Across the lush Mississippi River delta land on old railroad was being rescued from oblivion. The likes of such activity had never been seen in this area. The old, tired road was being converted into a modern, first-class main line. When completed, it would provide several advantages.

It would relieve a serious congestion of freight train traffic at North Little Rock. Also, it would provide improved service for shippers in that area, as well as being an attraction for new industry in an economically depressed area of the state. It would eliminate a possibly dangerous situation.

This dangerous situation was non-existent, and everybody hoped and prayed it never happened. At that time the Mo. Pac was handling a heavy, lucrative train traffic of dangerous chemicals from Louisiana and Texas. These trains turned northwest at McGehee and passed through Pine Bluff and North Little Rock, where they rolled along the main line to St. Louis and Chicago. An accident that caused a spill of this cargo in a populated area would create a possibly lethal result. GET HAZMAT OUT OF TOWN was the message to the Missouri Pacific.

The answer was found in an old, tired, worn and weary railroad running north-south across the lush, table-level delta land built by the Mississippi River in eastern Arkansas. This area contains the earliest railroads in Arkansas.

The Arkansas Legislature accepted a charter filed in the office of the Secretary of State on 8 January 1851 by the MISSISSIPPI, OUACHITA & RED RIVER railroad. This was the first railroad charter granted in Arkansas. The road was built from a point on the Mississippi River called Ferguson's Point (part of a plantation owned by a fellow named Ferguson) through the site of the present town of Halley, and continued westward to Collins, in Drew County, a distance of 27.57 miles, and was completed before 1870.

The first railroad to the town of McGehee, at the south end of our "rescued" railroad was the LITTLE ROCK, PINE BLUFF & NEW ORLEANS. It was incorporated 24 November 1868, and built from the corner of James and Bogy streets (now Fourth & Texas) in the city of Pine

Bluff, in a south-easterly direction through the towns of Varner, Medford, Watson and Tidwell, to a junction with the Mississippi, Ouachita & Red River railroad, about 64.74 miles. It was completed about 1870.

On 11 November 1873 the MO & RR and LR, PB & NO were consolidated as the Texas, Mississippi & Northwestern. By 1875 this road was bankrupt and was reorganized as the LITTLE ROCK, MISSISSIPPI RIVER & TEXAS on 18 December 1875.

The new owners found it in a dilapidated condition from flooding. The south end was rebuilt, leaving the old main line about 1.25 miles south of Varner, it ran southerly, west of the overflow area of the Arkansas River, through Judge Humphrey's plantation (where the town of McGehee was built later) to Halley, on the MO & RR. The old road was abandoned. The road was sold to Jay Gould 28 Jan. 1887. He conveyed it to the St. Louis, Iron Mountain & Souther 1 Feb. 1887. The LR, MR & T ceased to exist.

The main subject of our story, the railroad which the Missouri Pacific was rebuilding between McGehee and Jonesboro, consisted of two segments – Jonesboro to Helena (the IRON MOUNTAIN & HELENA) and Helena to McGehee (the MEMPHIS, HELENA & LOUISIANA).

The Iron Mountain & Helena was incorporated by the Arkansas Legislature on 31 December 1860, to build from Arkansas – Missouri boundary to Helena. It was completed in 1881.

The Memphis, Helena & Louisiana was incorporated in both Arkansas and Louisiana in 1901. The company was organized and stock was owned by the St. Louis, Iron Mountain & Southern, which purchased the property and franchisees 30 April 1903.

All of the foregoing railroads finally became property of the Missouri Pacific, and now we continue with our story.

Early in 1980, the planning engineers of the Missouri Pacific were faced with a problem, which was getting worse – freight traffic was growing too fast! A railroad with too much business, of the wrong kind and at the wrong places.

What a revolting development!

Guilt for this situation rested with trainloads of hazardous materials ( haz mat), principally chemicals, from producers

in Texas and Louisiana, and headed for St. Louis and Chicago. These trains, headed north, roll into the freight yard at McGehee and turn northwest toward more densely populated areas at Pine Bluff, Little Rock, North Little Rock and Poplar Bluff. In addition to chemicals, cargos also included military ammunition. What a combination! Safety was of primary concern to rail officials.

The officials "attention became directed toward the secondary line parallel to the Mississippi River – the Wynne subdivision of the Louisiana Division. It lay principally in agricultural territory, with no areas of dense population. Train schedules were rather leisurely. Its only object of pride was a two-car passenger train powered by a custom built diesel locomotive. The train was painted with the blue and gray livery of the Missouri Pacific's famous fleet of EAGLES. This one was the DELTA EAGLE, inaugurated 11 May 1941 to run between Memphis, Tenn. and Tallulak, La. It was not shown in the timetable after 1960, and on 1 February 1962, the locomotive was scrapped at North Little Rock.

This 173-mile road would be rebuilt to main line condition. Work began in April 1980 at McGehee. The project included the following items of work – installing 126.7 miles of welded rail; replacing 125,000 crossties; applying 2,000 carloads of crushed rock ballast; replacing 71 low-speed turnouts; replacing 18 high-speed turnouts; extending sidings at Harrisburg, Wynne, Caldwell, Marianna, Snow Lake and Watson; stabilizing 12 miles of roadway embankment; improving 197 road crossings and repairing numerous bridges.

In mid-1980 there were between 35 and 45 trains using the Missouri Pacific main line between North Little Rock, Ark. and Poplar Bluff, Mo. The newly rebuilt line would permit train schedule changes, relieving the pressure on this busy track.

During the first quarter of 1981, chemical trains still came into McGehee from Texas and Louisiana, but from there they were routed northward through less densely populated agricultural areas, on the way to St. Louis.

Above the sound of these trains, rumbles of rumor were heard. Principal officials, Downing B. Jenks, of the Missouri Pacific, and John Kennifick, of the Union Pacific were talking to each other.

What were they saying? We don't know, but we can guess in generalities. If two medium or large railroads joined forces, the size of the area of the country they were able to serve contained many more customers and they probably would have a much greater kinds of service to offer those customers. The several delays of a commodity traveling over two separate railroads could be greatly reduced, thus, a more favorable schedule could be used as "bait" when "fishing" for new customer. This would mean a more healthy fiscal ledger, resulting in happier stockholders counting dividends. Also, it could possibly result in a leaner payroll.

Whatever it was, this 'tete a tete' resulted in the Union Pacific consuming the Missouri Pacific. Very quickly the new owners decided they did not need the new main line. They began ripping it up by the roots. Strangely enough, the U. P. left the rails in place when the embankment was given to the state. Just four miles of the embankment have been developed as a hiking trail south of Lexa. About 38 miles of rails south of Snow Lake still are in place (*as of December 9, 2005*). They would be a source of funds for the future trail, if sold as scrap metal.

The embankment was donated to the state for use in the Rails-To-Trails program. You will be able to hike where the bob-tailed Delta Eagle once rolled, and by the place called Rohwer, ten miles north of McGehee. During World War II the federal government established a concentration camp for Japanese – Americans from the west coast of the United States in 1942. There was quite a bit of objection to this action. It was self-protection in a time of emergency. Subversive agents look the same as other people. Do you protect yourself before or after the action of destruction?

Once again "haz mat" trains turned northwest, passing through Pine Bluff, rolling through ex-rock Island yards at Biddle, saluting the State Capitol and ex-Missouri Pacific Union Depot, crossing Baring Cross bridge and the locomotive's air horn sending its raucous warning at the hump yard in North Little Rock, heading for Poplar Bluff, Missouri and St. Louis.

After a rain, a few yards north of the Union Depot at Little Rock, little geysers can be seen pumping water and silt from beneath crossties as each car passes.

There is a great deal of railroad history in this southeast corner of Arkansas. You have just finished reading part of it.▲



The middle part of the partially completed Delta Heritage Trail 2-miles south of Helena Jct on December 9, 2005. (Ken Ziegenbein photo)



Downtown Snow Lake, Arkansas, at the end of AR State Rd 85. The old Missouri Pacific tracks were still in place as of December 9, 2005. I'm looking to the north/east.



'State Maintenance Ends' on Hwy 85 just as it crosses the tracks.



A tall cabbage (?) plant waits for a ghost train through Snow Lake. (Ken Ziegenbein photos)

## **THE EAGLE FLEW IN THE COUNTRY**

*Gene Hull*

Come walk where the Eagles flew.

The "Eagles" refer to the little Delta Eagle, which the Missouri Pacific ran between Memphis and Tallulah, La. The "walk" refers to the abandoned roadbed of the railroad, which is being converted to a hiking-biking trail by the Arkansas State Parks Department, under the "rails-to-trails" program, from near McGehee to near Helena.\*

Less than ten years before Adolph Hitler tried to possess Europe, the railroads of America discovered streamlining, as applied to passenger trains. On 26 May 1934 the Chicago, Burlington & Quincy Railroad "gave birth" to the streamlined train called the Zephyr – It ran non-stop 1,034 miles from Denver to Chicago. Streamlining had arrived in America. The train was retired in 1960 after running 3.2 million miles.

The wind-resisting craze swept across the nation and reached Arkansas on 11 May 1941, sending the two-car, diesel powered Delta Eagle rolling northward along the west shore of the Mississippi River on its way from Tallulah, Louisiana to Memphis, Tennessee, covering 259 miles in five hours and forty-minutes. It didn't fly as far as the Zephyr, but it was just as proud. It was the first Eagle to run south of St. Louis, and the only one to operate on a branch line, serving only one real population center.

The Missouri Pacific's first streamlined train was named "The Eagle" as it operated between St. Louis and Omaha. When the equipment arrived for two more such trains, the

officials realized all of them could not be known as the Eagle. Employees were given the opportunity of choosing a name. The first train became the Missouri River Eagle. The next two were the Colorado Eagle and the Delta Eagle.

What shall we call it? The employees were given that problem. Their first choice was "Dixie Eagle," but they soon learned the name DIXIE was as common as SWEET TATERS. It was the name of a Negro character in a minstrel play in 1850. Also, there was that song DIXIE'S LAND in 1859, by Daniel D. Emmett, which later became DIXIE. Also, there was the Dixie Way railroad: Chicago & Eastern Illinois to Evansville; Louisville & Nashville to Nashville; Nashville Chattanooga & St. Louis to Atlanta; then Atlantic Coast Line to Jacksonville, over which the train "Dixie Flyer" ran with all Pullman cars. In 1913 the DIXIE LIMITED was inaugurated, which was joined by DIXIE FLAGLER, DIXIE EXPRESS, DIXIE MAIL, DIXIELAND and DIXIEANAN. That's enough!

The "flyway" of the little Arkansas Eagle supplied the perfect name. The mighty Mississippi river, along which the train ran, had built up many acres of the richest land in Arkansas and was known as the "Delta Country," the perfect route for a DELTA EAGLE.

The Delta Eagle was a shrunken version of the Missouri River Eagle (6 cars & 2,000 h.p. diesel locomotive), and the Colorado Eagle (two trains, each with 7 cars and 4,000 h.p. diesel locomotive). The Delta Eagle had two cars and a 1,000 h.p. diesel locomotive.

The “birth certificate” of the little train contains the following information. On 10 December 1940, the North St. Louis plant of the St. Louis Car Company began construction of the two cars of the Delta Eagle. The time-consuming engineering process was completed in January 1941. An impressive corps of 20 draftsmen had drawn between 500 and 600 drawings. There also were many sketches, which were discarded. This was no small task.

The exterior appearance was almost identical to that of the first Eagle. The cars could be interchanged with the Eagle, if necessary. They were built of high tensile steel (resist stretching), instead of aluminum as used in the original Eagle. This permitted the various parts to be smaller than the aluminum ones. The two cars weighed between 120,000 and 125,000 pounds, while the aluminum ones were only between 104,000 and 106,000 pounds. The interior features were quite economical, since the seats, blinds, carpets, etc., were made by the same factories as for the earlier Eagle.

Each Delta car was 84 ft. 6 in. long, and 13 ft. 6 in. high. They had electro-mechanical brakes, plus a governor, which allowed increased retardation as the speed decreased. In the forward coach there was a 15-foot section devoted to U. S. mail, followed by 60 seats. At the back end were two lockers, one for the pillows and carry-on luggage, and the other air conditioning and light controls. In the second car were 48 seats, grill kitchen and counter, plus full-size washrooms. The men’s lounge occupied 7’ - 2 “ space, and the women’s slightly larger. During World War II, an “Eagle-ized” heavy-weight coach handled the overflow crowd.

It was very successful for the Missouri Pacific and actively paid for itself in four years and two months, taking advantage of heavy traffic during the war. After that shooting was over, the surge of automobiles and highways began to spread. In June 1952, the Delta Eagle’s run was cut back to between Memphis and McGehee.

The name “DELTA EAGLE” last appeared in the timetable of 19 October 1954. The diesel locomotive and streamlined cars disappeared. It was unusual, in that it was a one-of-a-kind Electro-Motive AA-6, built in August 1940. The body was an E-6. In the place of a second engine there was a baggage compartment. The 567 type engine produced 1,000 horsepower on A-1-A-3 trucks.

After service on the Delta Eagle, the No. 7100 ran between Memphis and Hot Springs as well as between El Dorado, Arkansas and Monroe, La. It pulled the last train to run on this railroad. The engine completed its lifetime between Memphis and Hot Springs. It was retired in February 1962, being scrapped that same month at the shop in North Little Rock.

When the Delta Eagle ceased running it was replaced by a streamlined motorcar NO. 670. The Mo.Pac. advertising department called it the “Eaglet.” It was built by the American Car & Foundry Company at St. Charles, Missouri in 1942. It was powered by a pair of Waukesha 250 horsepower diesel engines, which drove a single gear on each 4-wheel truck. ACF never built another car like it. It operated between Lincoln and Union, Nebraska (47 miles) as a connection for the Missouri River Eagle. It ran as trains No. 605 and No. 606 on a schedule of one hour and 20 minutes. It was not know for speed.

It 1954, the Eaglet was replaced by high bus service, and it was sent to the shops at Sedalia, Missouri in 1955. The Waukesha diesel engines were replaced by a couple of Cummins 300 horsepower engines with an Allison torque converter.

The little Eaglet “flew” south to take the lace of the Delta Eagle between Memphis and Tallulah. Cruel fate shot down the little Eaglet in 1960 – service was discontinued. After a brief existence, the Eaglet was scrapped in October 1960.

The last remnant of the Delta Eagle had died.

*\* This rails-to-trails conversion southeast Arkansas is being developed in phases along the 73-mile former Union Pacific Railroad right-of-way that stretches from one mile south of Lexa (six miles west of Helena) to Cypress Bend (five miles northeast of McGehee).*

*The trail's first four miles have been completed from Helena junction to Barton (Lick Creek). Trailheads are located at both Helena junction and Walnut Corner at the U.S. 49 overpass.*

*The Delta Heritage Trail will offer some of Arkansas's best wildlife viewing when completed. Hikers will be able to enjoy the views from bridges spanning two scenic waterways, the Arkansas River and the White River.*

*For trail information, call: (870) 572-2352. To contact the park office, call: (870) 644-3474*

*Contact Information*

*P.O. Box 193*

*Watson, AR 71674*

*Email: [deltaheritagetrail@arkansas.com](mailto:deltaheritagetrail@arkansas.com)*

*(870) 644-3474*

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**BELOW:** Mo. Pac. Railcar No. 670, the “Eaglet,” built by American Car Foundry, St. Louis, MO. In 1942 as a connection for Missouri River Eagle between Union and Lincoln, Nebraska. After rebuilt at Sedalia, MO in 1955, it ran on the Helena-McGehee segment of the “Delta Eagle” route. (*Gene Hull collection from Harry Hamm, V. P. Public Relations, Missouri Pacific*)



From *The Helena World*, Sunday, February 28, 1960 (via Randy Tardy and Bill Pollard):

### **END OF AN ERA - FOR FIRST TIME IN CENTURY HELENA IS WITHOUT ANY RR PASSENGER TRAIN**

An era ended in Helena yesterday afternoon at 5:40 p.m. Without fanfare or celebration. The last passenger train to serve this area pulled out on time with a clanging of the bell and a tooting of an air horn. Today, Helena is without passenger train service for the first time in 100 years.

Train NO. 336 or 337, depending upon which way you are traveling, was discontinued by the Missouri Pacific Railroad Saturday because of a lack of passengers and a resulting loss of revenue. The Delta Eagle had been running between McGehee and Helena the the past few years after passenger service between Helena and Memphis was discontinued.

Shortly after World War II, the MoPac started the “Eagle” service between Tallulah, La. And Memphis, with a new streamlined diesel train which even had a club car. Then as traffic waned, the service was cut until only a smaller version of the Delta Eagle operated between Helena and McGehee.

Saturday the Eagle arrived at 1:55 p.m. after having been delayed because of the fatal accident south of Walnut Corner. Four passengers got off and railroad officials said two of them riding on passes. Going out on its final run last night, the Eagle was almost full - some 20 passengers - but

they also included a number of ‘free loaders’ who were taking their children on their first train ride. Those passengers were to get off at either Lexa Junction or Elaine.

A month ago the Arkansas Public Service Commission gave the Missouri Pacific permission to discontinue the passenger service into Helena. “Buses and private transportation has taken the play away from the passenger trains here,” one veteran railroad man said. One retired railroad man was most bitter about the service being disconnected. He has no other way to get to Helena from his home near Lexa without riding the train, since he never learned to drive and doesn’t own an automobile.

The train crew reported that Saturday’s passenger service was much higher than usual as a number of school children boarded the train at Snow Lake to ride to Elaine. Others got on for similar short rides between Elaine and Helena since they had never before ridden on a train.

Years ago passenger trains from Mississippi were ferried across the river here. Other trains brought passengers from Clarendon, Holly Grover, Marvell and intermediate points into Helena while sleeper service was available from here to New Orleans, through McGehee.

The last train yesterday consisted of the engine-express car and the passenger-baggage car. Two units only in what once would have been a full train, complete with dinner service.

# ARKANSAS PUBLIC SERVICE COMMISSION

## OFFICE OF ARKANSAS COMMERCE COMMISSION

At a meeting of the Arkansas Commerce Commission, held in its offices, Justice Building, Little Rock, Arkansas, January 22, 1960.

IN RE: APPLICATION OF MISSOURI PACIFIC RAILROAD COMPANY FOR AUTHORITY TO DISCONTINUE THE OPERATION OF ITS PASSENGER TRAINS NO. 334 AND 335 BETWEEN MCGEHEE, ARKANSAS, AND HELENA, ARKANSAS.

DOCKET NO. 3-1269

APPEARANCES: Pat Mehaffy and R. Ben Allen, for Missouri Pacific Railroad Company.  
E. E. Hopson, Jr., for Robert S. Moore, J. F. Brigham, J. A. Wilkins, V. O. Johnson, Jr., Jess Cogbill, and Ed F. McDonald.

### ORDER

By petition filed October 7, 1959, the Missouri Pacific Railroad Company seeks authority to discontinue the operation of its passenger trains, Nos. 334 and 335, between McGehee, Arkansas, and Helena, Arkansas.

After due notice, the matter was heard by the Commission in its offices, Justice Building, Little Rock, Arkansas, on November 18, 1959, at which time all parties in interest were given an opportunity to be heard.

Train No. 334 leaves McGehee, Arkansas, at 9:30 a.m., and arrives at Helena, Arkansas, at 11:59 a.m. The train remains at Helena, until 5:40 p.m., at which time it leaves bearing train designation No. 335 and arrives in McGehee, Arkansas at 8:20 p.m.

The distance between Helena and McGehee is 97 miles. The train consists of a one unit "motor railer". It is a self-propelled 600 horse power diesel-powered unit with 34 coach seats in the passenger section and a 9 foot 5 inch baggage-express compartment.

The trains make scheduled intermediate stops at Lexa, Oneida, Elaine, Mellwood, Snow Lake, Watson, and Rohwer communities. In addition flag stops are made at the communities of Mozart, Benzal, Medina, and McArthur. The route parallels the Mississippi River and traverses the Arkansas and White Rivers. Much of the area is swampy, frequently inundated, and sparsely populated. It is the most sparsely populated area on the entire Missouri Pacific Railroad system. There are only approximately 24 persons per mile of railroad on the route of the two trains.

Arkansas Highway No. 85, connecting with Arkansas State Highways 1, 20, and 44, parallels the route of the trains, serving all the intermediate communities between Helena and Snow Lake. On the South end of the route of the trains, Arkansas State Highway No. 1 parallels the railroad route and serves the communities between Watson and McGehee. There is an area between Snow Lake and Watson, about 15 miles through the Southern part of the White River Wild Life Refuge and between the White and Arkansas Rivers bottom lands, which has no highways. However, there are few residents of this area.

The cities and/or communities of Helena and Lexa, Arkansas, have 9 scheduled each day by Midwest Buslines, Inc. Both of these cities are served by a number of truck lines. There are two round trip bus movements between Helena and Snow Lake serving Elaine and Mellwood, as well as other intermediate points, daily. In addition, Missouri Pacific Freight Transport Company operates daily between Helena and Snow Lake, serving the intermediate points.

On the Southern end of the train route, McGehee has a multiplicity of bus and train service daily. The Missouri Pacific Freight Transport Company, a truck subsidiary of the applicant, serves the area between McGehee and Watson, Arkansas.

Applicant, by change of schedules, reduction of rates, and use of the most economical equipment possible, has been attempting to curtail the trend of increasing losses over this particular route so as to continue the subject passenger trains.

In 1940, there was purchased and placed in operation on May 11, 1941, a completely new Eagle train to operate between Memphis, Tennessee, and Tallulah, Louisiana, serving the route under consideration. Notwithstanding the substantial losses incurred on this route the applicant continued to operate the losing trains until 1952. On January 4, 1952, in attempting to maintain the route, the McGehee-Tallulah segment of the train was discontinued. The patronage on the line continued to decline, however, and by 1953 when the passenger train deficit of applicant was at an all time high, the Memphis-Helena Segment of the train was continued until October 23, 1954. However, the applicant continued to attempt to make the operations of the subject trains feasible by reducing passenger fares and by providing more economical equipment.

The testimony reflects that, notwithstanding the sound management, the revenues produced by the operation of the trains have steadily declined while the costs of operation have increased. Company records relative to the operation of the two trains between McGehee and Helena for the years 1956 through the first nine months of 1959, reflect the following:

# ARKANSAS PUBLIC SERVICE COMMISSION

YEAR	Total Revenues	Out-of-Pocket Expense	Less After Out-of-Pocket Expenses Total	Per Train Mile
1956	324,318	575,223	\$50,405	50.72
1957	22,430	73,401	51,421	0.74
1958	21,256	91,308	70,012	1.00
1959 - First 9 Mos.	11,215	56,621	45,406	0.87

Above figures on total expenditures do not include personal injury and property claims amounting to in excess of \$1,000.00 per year caused by the operation of the trains; and neither do the expense figures include anything for property taxes, maintenance, and replacement of the tract and right of way, supervisory salaries, and other items of expense property attributable to the operation of the trains under the Interstate Commerce Commission formula ordinarily used.

The loss sustained in prior years will apparently continue to increase. This loss increase is assured in that the Postal Department has cancelled its contract with the railroad on this route. The revenue from the mail contract, which appears to be irrevocably lost, amounts to approximately 33 1/3% of the total revenue received from the train operations. In addition, the revenues derived from the carriage of passengers which constitutes less than one-half of the total revenue, has continued to decline over the years. With respect to Train No. 334, the average passenger miles per train mile (the average number of passengers on the train at any one time) were 6.62 in 1956, 5.18 in 1957, 4.67 in 1958, and 4.30 for the first nine months of 1959. With respect to Train No. 335, the average passenger miles per train mile were 7.13 in 1956, 5.31 in 1957, 4.58 in 1958, and 4.46 in 1959. This means that the average number of passenger on the train at any one time has declined each year, and that the working members of the train crew nearly equal the average passenger load.

The applicant has sustained passenger train deficits over the past four years. In 1955 the deficit was \$16,574,794.00, in 1956 the deficit was \$18,412,222.00, in 1957 the deficit was \$17,726,406.00, and in 1958, the deficit was \$17,339,073.00. The total earnings of the applicant reflect a rate of return on investment for 1956 of 4.52% in 1957 a return of 4.15% and in 1958 only 4.13%.

### FINDINGS

After careful consideration of the matters and things involved herein, and being well and sufficiently advised in the premises, the Commission finds:

1. Missouri Pacific Railroad Company trains Nos. 334 and 335 have operated at a heavy out of pocket loss for approximately four year.
2. There has been a steady decline in rail passenger travel and rail passengers revenue by the subject trains for approximately four years.
3. There is no prospect of reducing the out of pocket loss involved in the operation of the subject trains or of substantially increasing their patronage. The prospect is for an increase in the out-of-pocket loss sustained over past years.
4. Public necessity does not require the operation of trains Nos. 334 and 335 and public convenience will not be substantially affected by their discontinuance.
5. To require the continuance of trains Nos. 334 and 335 would be contrary to the laws of the State of Arkansas.
6. The petition should be granted.

### ORDER

IT IS, THEREFORE, ORDERED, that the Missouri Pacific Railroad Company be and it is hereby granted authority to discontinue the operation of passenger trains Nos. 334 and 335 between McGehee and Helens, Arkansas, effective upon thirty (30) days' notice to the general public.

Dated at the office of the Commission in Little Rock, Arkansas, this 22nd day of January, 1960.

BY THE COMMISSION

SIGNED: KAY L. MATTHEWS, COMMISSIONER  
 ARTHUR M. SHIREY, JR., COMMISSIONER  
 ARNOLD B. SIKES, COMMISSIONER

ATTEST: SIGNED: Georgia Walker, Secretary

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*Thanks to Bill Pollard for obtaining the above PSC notice and to Randy Tardy for giving making it available for the Railroader.*

## REMEMBERING - 2

*P.B. Wooldridge*

Most of the romance in railroading disappeared with the passing of the steam locomotive. Today's modern railroads will never compare with the thrills and daily excitement we had back before the Centralized Traffic Controls and radio communication.

Back about 1937 No. 2, the Lone Star Limited passenger, left Waldo, Ark. On time at 12:25 a.m. I was on third trick at McNeil where I handled mail, baggage and express off Nos 1 and 2. Passenger business was good as we had passengers who came over from Magnolia.

The distance between McNeil and Waldo is only 5 miles, but 40 minutes later there was still no sign of No 2. Then suddenly, akin to an apparition, a white lantern appeared coming slowly around the curve a quarter mile south of the depot, approaching the station. It was the Conductor, who had walked 3 miles to report that the stem engine had **THROWN A SIDE-ROD AND WAS DISABLED.**

About 1938, when I was on third trick at Lewisville, Ark., No. 2 arrived about midnight **WITH THE ENGINE HEADLIGHT BURNED OUT.** I understand that the fast trip Lewisville to Pine Bluff Shops was made without a headlight 123 miles of hills and curves, and hundreds of road crossings. I often wondered how the Engineer and Fireman reacted as they sped thru the night, **ON A GHOST TRAIN!**

Railroading back then was dangerous, requiring **BRAVE MEN.** The men I knew and worked with fulfilled that requirement.

### 2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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**BOARD '07** - Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116 (501-758-1340), ken@trainweather.com  
**BOARD '08** - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net  
**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](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, FEBRUARY 12, 2006, 2 PM** at our normal meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be presented by PETER SMYKLA, JR who will show slides on his various rail excursions the past year. Peter gives excellent shows. We had 30 at our last meeting and hopefully we'll have that many or more at the February meeting. Refreshments are always served, thanks to Carole Sue Schafer and others who bring cookies and sandwiches.

**FUTURE PROGRAMS:** MARCH 12, new member Tom Sandlin will have a slide show on Southern California trains; APRIL 9, David Hoge will have a digitally-projected show on his various train photos; MAY 21, Mike Condren will have a digitally-projected show. He'll let those in attendance decide what show we want to see and he'll have various choices. (*Thanks to John Hodkin, Jr., or VP, for arranging these programs*)

**2006 DUES ARE DUE** – It's for Arkansas Railroad Club dues again. They will remain the same \$20 a year as they have been now for several years. This \$20 means you are members of the Arkansas Railroad Club only which includes the monthly *Arkansas Railroader*. If you'd like to join the National Railway Historical Society (and thus be a member of the Little Rock Chapter NRHS), you must pay \$22 more (NRHS dues went up to \$22 from \$20). So...pay a total of \$20 for club only or \$42 for local chapter dues AND NRHS dues. If you can afford it, I do recommend joining the NRHS – their Bulletins have been improving for years and there's always great stories (including some by our very own Gene Hull and others). Very entertaining railroad-related reading. Fill out the form elsewhere in this newsletter.

Look on your mailing label on the envelope – if it says 2005, your dues are due. Some of you have paid several years in advance, so check your label.

**MEETING NOTES JANUARY 8** – The railroad history exhibit at the State Capitol will start in February. Tom Shook, Walter Walker, Jim Wakefield, and others from our club have donated photos and other items for display. \*\*\* Peter Smykla, Jr, said the Arkansas Railroad Museum in Pine Bluff has obtained the first U23C built, originally for the Lake Superior & Ishpeming Railroad. He said the museum is growing and adding new equipment all the time. \*\*\* We had 31 in attendance, some not seen in awhile. Glad to have everyone back. Of course, there were numerous rail-related conversations among the members and visitors.

**MEMBERS BIOGRAPHIES NEEDED** – In January's *Railroader* I had a form asking for information on your life's work history to include in a future newsletter. You need not have worked for a railroad, but we'd be interested in any kind of work you did, where you worked, time frame, comments. I will not include your address or phone number, just name (unless you tell me to), so when the *Railroader* gets on the Internet, it will not have that information. So far, I've received many responses and will try to publish them as soon as possible (at least one per issue depending on space, so if yours isn't included in this issue, it'll be printed in a future issue). It's a way to preserve your personal history, at least your work history, for posterity.

**RAILROADERS and MY PERSONAL TRAIN PHOTOS ONLINE** – Most of you know I put lots of train pictures online, as well as the monthly *Railroaders* (now in Adobe PDF format so you can see the entire editions including color and black & white pictures). The web address for the *Railroaders* is: <http://www.trainweather.com/road.html>

My current and past train pictures are here: <http://www.trainweather.com/sunday.html>  
Starting a couple of months ago, I started using small photos on the picture pages so they will download fast (for those with slow dialup connections) with an option to click on any photo to make them larger (for broadband users). This has been very well received.

**MONTHLY MEETINGS EVERY MONTH** (except December) – Starting in January, the Arkansas Railroad Club will be having a meeting EVERY month except December, which will be the Christmas party. In the past, we've canceled our regular meetings when we did other things, such as go to Ron Esserman's or Peter Smykla, Jr.'s. Now we will do both, and always have our meetings on the second Sunday even if we have a club outing the day before. The board made this decision because every once in a while someone (more than likely a visitor) would show up on a Sunday at our regular meeting place only to find that no meeting would be held due to our having another event that month.

### **CARL E. BARNES**

**DIED December 6, 2005.**

Carl E. Barnes of Camden, Arkansas was a longtime member of the Arkansas Railroad Club. He was frequently seen at railroadiana shows of the area, including Pine Bluff. Mr. Barnes worked for the Missouri Pacific Railroad from 1942 to 1984, a total of 42 years. He worked at Monroe, Louisiana and both McGehee and Camden, Arkansas. Carl passed away at the age of 83. (*From Marion Barnes*)

## KNOW OUR RAILROAD CLUB MEMBERS

This is a continuation of last month's biographies of some of our members. Several of the information forms I included in the January issue have been returned and I will run a few each month. Fascinating stories.

### GENE HULL

**RAILROAD OR OTHER COMPANY:** Missouri Pacific; **POSITIONS IN THE COMPANY:** Brakeman-freight passenger; **PERIOD OF SERVICE:** 3 January 1941 – 26 June 1943; **JOB LOCATIONS:** Van Buren Sub-division of Central Division, North Little Rock to Van Buren;

**COMMENTS:** Many fine days and a lot of miserable ones, especially nights with freezing rain while climbing car ladders to set hand brakes. Those days balance each other. They were a wonderful, brief experience I feel fortunate to have had. One was working as part of the crew with my father and brother. *(Above written January 2006)*

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### STANLEY WOZENCRAFT

**RAILROAD OR OTHER COMPANY:** Owner Operator Arkansas Railroad Company, Star City to Gould, Arkansas; **POSITIONS IN THE COMPANY:** Owner-Operator; **PERIOD OF SERVICE:** 1957-1959; **JOB LOCATIONS:** Lincoln County, Arkansas; **COMMENTS:** Great experience. *(Above written January 2006)*

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### HAROLD K. VOLLRATH

**ADDRESS:** 1000 West 97 Terrace, Kansas City, MO 64114-3800; **RAILROAD OR OTHER COMPANY:** T&NO 1942-1947, StLB&M 1947-1947, CRI&P 1947-1947, STL&M 1947-1948, NOT&M 1948-1948, M-K-T 1948-1949, L&A 1949-1964, KCS 1964-1988 (joint service KCS/L&A).

**POSITIONS IN THE COMPANY:** Started as Telegraph Operator and relief Agent, Promoted to Train Dispatcher in 1944, Train Dispatcher from 1944 to 1964, Ass't to VP Personnel 1964-to 1980, Director of Labor Relations 1980 until retired in 1988.

**JOB LOCATIONS:** Lafayette Division of T&NO, Missouri-Kansas Division on RI, Texas Lines on M-K-T of T, Texas Division on StLB&M, Louisiana Division on NOT&M, also BSL&W in Texas, System on KCS and L&A.

**COMMENTS:** Had railroading in my blood. Grandfather built and ran Franklin & Abbeville RR in Louisiana (sold to T&NO in 1926) (Built 1897-1900) – Total mileage 55.34 mi.

While not official, cubbed on the NYC as ticket seller and learned about operations of strong armed signal tower (JS at Van Courtland Park NY) and Bronxville. Was keen about railroading. Started taking locomotive pictures at age 13 in 1936 and kept it up until present time. Reached goal of something on every major class of steam on all Class 1 roads and many short lines. Considered one of the "Engine Picture Kids."

Mr. Vollrath is selling reprints of his photographs over the years. His list includes photos from about 99 Class 1 railroads (over 50,000 prints) plus prints from over 3,000 short lines! The price list is reproduced elsewhere in this newsletter. He welcomes your purchases. He receives the *Arkansas Railroader* each month. *(Above written in January 2006)*

\*\*\*\*\*

### JIM JOHNSON

**RAILROAD OR OTHER COMPANY:** Chicago, Burlington & Quincy 1963-1970, Chicago, Rock Island & Pacific 1970-1975, Houston Belt Terminal 1975-1979, Southern Pacific/St. Louis Southwestern 1979-1996.

**POSITIONS IN COMPANY:** CB&Q – Trainman, Switchman, Conductor (Yard Foreman); CRI&P – Transportation Analyst, Division Safety Manager, System Training Manager; HB&T – Director Personnel, Public Relations & Safety (THE BELT Magazine editor, I founded the publication); SP/SSW – News Editor, Regional Public Relations Mgr, System GC Safety Mgr.

**JOB LOCATIONS:** CB&Q – Galesburg and Peoria IL, Burlington and Ottumwa, Iowa; CRI&P – Kansas City, Kansas; HB&T – Houston, Texas; SP – San Francisco, CA; SSW – Kansas City, Kansas/Lenexa, Kansas.

**COMMENTS:** Third generation railroader. Grandfather was machinist for Minneapolis & St. Paul Ry at Oskaloosa, Iowa (my birthplace). Numerous uncles and cousins (about 300 YEARS of total family service) on CB&Q, most at Galesburg, but some at Ottumwa.

Attitude of today's railroad management: "What have you don't for us lately?" The Robber Barons are alive and well!  
(Above written in January 2006)

### **JIM JOHNSON-HAROLD VOLLRATH STORY**

Jim Johnson sent this to me regarding his dealings with Harold Vollrath back in the 1980's regarding KCS/SP/Rio Grande, etc. As always, any opinions are Jim's and not necessarily those of the Arkansas Railroad Club. Interesting reading:

"In 1987, when the KCS was wanting to purchase the Southern Pacific, I was PR Mgr. for SP at Kansas City, Kansas. Harold was Labor Relations Mgr. for KCS in KC, MO. Our offices were about 3 miles apart, separated by the state line (mine was 7 blocks into Kansas). The SP would not give KCS any information on labor agreements. You may recall these used to be bound, like rule books. I would get my hands on anything on file in volume for historical preservation.

Harold called me and asked about certain labor agreements, and I said "heck, I have copies of everything. You want 'em?" So there began a regular trip to KCS HQ for me, taking them anything they needed. Because no such position (PR Mgr.) existed on KCS, and because KCS management intended to place KCS in trust (due to their fear of the idiot law firm that was handling the coal slurry suit against all railroads operating in Texas who had joined in a campaign against such) -- they feared they could lose the KCS. SP had not been a party to the lobby, because SP owned the Black Mesa coal slurry in Arizona and felt participating in the Texas deal was conflict of interest.

Therefore, since the thieving law firm in Beaumont could not include SP in their robbery suit, we both felt I was destined for a 3-mile move across the state line to what would become SP headquarters, mainly due to my help to KCS in their SP acquisition efforts (KCS's CEO was well aware of my assistance).

Anyway, the night before the ICC was to announce who the successful bidder for SP was, I got a call from my boss in San Francisco, informing me that KCS had been chosen and I was to be in my office no later than 6 AM the next morning, where I would receive confidential fax information on the KCS acquisition of SP. I was excited, as I now knew I would have a job. But when I got to my office the next morning, I got a call from SFO (where it was 4 AM), telling me that, overnight, KCS's financing had been declared inadequate by the ICC, and Rio Grande/(unnamed official) was the winner. I was floored! Rio Grande's bunch of model railroaders running a real railroad was as disastrous as when Frisco's clowns almost deep-sixed Burlington Northern.

Actually, it began my demise and Harold's retirement, as both our careers were technically finished -- or shortened. He retired a year later, I hung on until 1995, but (an unnamed official's) HATE of safety would chase SP's safety dept. off after (another unnamed official's) hate of public relations had chased me into the system grade crossing safety job.

I wish I could recall all the names, as there was a skunk (an unnamed official) brought from BN (all I can recall was his first name was Tom and he had been removed from BN due to his stunts he pulled there) who got rid of my job in 1992. If I were to write a book on all the dirty deals pulled by railroad management in the 1970 to present era, you would see why I said that "The railroad robber barons still live!"

**\*\* MORE STORIES ON PAGE 18 and 19 \*\***

## **WANTED - FOR SALE OR TRADE**

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

**WANTED** – Book titled "EMPIRE THAT MISSOURI PACIFIC SERVES, description of all stations on the Mo. Pac." Gene Hull, 3507 E Washington Ave, Apt 31, North Little Rock AR 72114-6455.

**WANTED** – Photo of depot at Lavaca, on old Arkansas Central. In February 1899, 98.6 percent of the AC stock was controlled by the St. Louis, Iron Mountain & Southern. Gene Hull, 3507 E Washington Ave, Apt 31, North Little Rock AR 72114-6455.

## LOCOMOTIVE PORTRAITS, PHOTOGRAPHIC COLLECTION OF;

Harold K. Vollrath  
1000 West 97 Terrace  
Kansas City, MO. 64114-3800

Photographs of locomotives, steam, diesel, electric, interurban, equipment and structures are available covering railroads generally as they were in the 1940 era through the end of steam in regular service plus some in later years. There are about 50,000 selections from among the lists and they cover almost every steam type that operated on the following class 1 railroads, plus about 3,000 short line, industrial and old roads. There is also a modest selection of electric and traction lines as well as those of a few foreign countries including Canada, Mexico, Great Britain, Germany, and others. Example of USA Class 1 roads included are:

Alton railroad	Denver & Rio Grande Western	New York Ontario & Western
Ann Arbor	Denver & Salt Lake	New York Central
Atlanta Birmingham & Coast	Duluth South Shore & Atlantic	Pennsylvania (+few PC)
Atlantic Coast Line	Detroit Toledo & Ironton	Pennsylvania-Rdg Seashore L.
Atchison Topeka & Santa Fe	Erie	Pere Marquette
Atlanta & West Point	Elgin Joliet & Eastern	Reading Company (P&R)
Boston & Albany	Florida East Coast	Richmond Fredericksburg & Potk
Bangor & Aroostook	Fort Worth & Denver	Rio Grande Southern
Bessemer & Lake Erie	Georgia	Rutland
Boston & Maine	Green Bay & Western	Seaboard Air Line
Baltimore & Ohio	Georgia & Florida	Southern Railway
Chicago Burlington & Quincy	Gulf Mobile & Northern	St Louis-San Francisco(Frisco)
Carolina Clinchfield & Ohio (Clinchfield)	Gulf Mobile & Ohio	Spokane Portland & Seattle
Chicago & Eastern Illinois	Mobile & Ohio	St Louis - Southwestern
Central of Georgia	Great Northern	Southern Pacific (Coast Lines)
Chicago Great Western	Illinois Central	Texas & New Orleans (SP)
Chicago Indpls & Louisville (Monon)	Kansas City Southern	Texas & Pacific
Chicago & Illinois Midland	Louisiana & Arkansas	Toledo Peoria & Western
Chicago Milwaukee St Paul & Pa	Lehigh & Hudson River	Union Pacific
Canadian National	Long Island	Virginian
Grand Truck	Lehigh & New England	Western of Alabama
Grand Truck & Western	Louisville & Nashville	Wheeling & Lake Erie
Central of New Jersey	Lehigh Valley	Western Maryland
Chicago Minneapolis & Omaha	Maine Central	Western Pacific
Chicago & Northwestern	Missouri-Kansas-Texas	National of Mexico
Chesapeake & Ohio	Missouri Pacific	
Canadian Pacific	Minneapolis & St Louis	over 3,000 short lines,
Chicago Rock Island & Pacific	Minneapolis St Paul & SSM (Soo)	industrials and old roads
Colorado & Southern	Midland Valley & KO&G	individual lists
Central Vermont	Nashville Chattanooga & St Louis	
Charleston & Western Carolina	New York Chicago & St Louis (NKP)	
Chicago & Western Indiana	Northern Pacific	
Delaware & Hudson	Norfolk Southern RR	
Delaware Lackawanna &	Norfolk & Western	
Western	Northwestern Pacific	
Duluth Missabi & Iron Range	New Your Susquehanna & Westn	
	New York New Haven & Hartford	

Prints are offered in two sizes:

5"x8" \$3.00 each

8"x10" \$4.00 each

Please add \$3.00 per order shipping and handling if order is up to \$50, or add \$4.00 if order is over \$50 so we can ship priority mail. Thanks.

Kindly send your remittance with order. If you wish your order list returned with you order, it is best to put it on a separate sheet of paper.

Individual road lists as shown above and available at \$1.00 per railroad together with a self addressed stamped envelope. The lists show place and year photos were taken for easy of identity. Each list has a good selection of the railroad involved so you will have wide choices. There is a list of freight cars that is close to 40 pages so I ask \$5.00 including S&H for that list. I also have a narrow gauge list for which I ask \$3.00.

I strive for quality and uniqueness and I hope my standards will be pleasing to you. If you are a modeler and desire only views best suited for modeling, I will try to accomodate picking out prints according to your instructions. Photos generally show engines at rest (except those marked with a code "a") with good detail. I am glad to share them with you.

Harold Vollrath

## RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Sub-part 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.

### **MINNESOTA - MINNESOTA COMMERCIAL RAILWAY COMPANY--DISCONTINUANCE OF TRACKAGE**

**RIGHTS EXEMPTION** – To discontinue trackage rights over a 0.99-mile rail line of railroad) between milepost 11.81 and milepost 12.80, in Stillwater, Washington County, MN. Effective on January 12, 2006. (STB Docket No. AB-882 (Sub-No. 2X), decided December 6, served December 13, 2005)

**MONTANA – BNSF** - To abandon a line of railroad between milepost 9.50 near Moore, MT, and milepost 28.35 near Lewistown, MT, the 1.30-mile Berg Lumber Spur (milepost 0.00 – milepost 1.30), and the Heath Spur (milepost 0.00 – milepost 1.10), a total distance of 21.25 miles in Fergus County, MT. Effective on January 13, 2006. (STB Docket No. AB-6 (Sub-No. 434X), decided December 6, served December 14, 2005)

**NEBRASKA – NEBKOTA RAILWAY, INC.** - To abandon a 43-mile portion of its line of railroad extending from milepost 374 at Rushville 69360 to the end of the line at milepost 331 at Merriman 69218 in Sheridan and Cherry Counties, NE. The line includes the stations of Clinton, Gordon, Irwin and Merriman. A final decision will be issued by March 21, 2006. (STB Docket No. AB-988X, decided December 15, served December 21, 2005)

**MISSISSIPPI – COLUMBUS AND GREENVILLE RAILWAY COMPANY** – To abandon a 1.18-mile line of railroad between milepost 112.67 and milepost 113.85, in the City of Greenwood (City), in Leflore County, MS. Effective on January 21, 2006. (STB Docket No. AB-297 (Sub-No. 102X), decided December 16, served December 22, 2005)

**ILLINOIS – BNSF/ IOWA, CHICAGO & EASTERN RAILROAD CORPORATION (ICE)** - For BNSF to abandon, and for ICE to discontinue service over, approximately 5.09 miles of railroad between milepost 20.31 and milepost 25.40, near Albany, in Rock Island and Whiteside Counties, IL. Effective on January 26, 2006. (STB Docket No. AB-6 (Sub-No. 435X) and STB Docket No. AB-987X, decided December 22, served December 27, 2005)

**MARYLAND – NORFOLK SOUTHERN RAILWAY CO.** – To abandon its freight operating rights and rail freight service over 12.8 miles of a line of railroad between milepost UU-1.0 at Baltimore, MD, and milepost UU-12.8 at Cockeysville, MD. Footnote The line traverses U.S. Postal Service Zip Codes 21030, 21065, and 21201 and includes the stations of Lutherville, Timonium, Texas, and Cockeysville. NSR states that it will continue to provide rail service to the station of Baltimore. A final decision will be issued by April 3, 2006. (STB Docket No. AB-290 (Sub-No. 237X), decided December 22, served January 3, 2006)



## ARKANSAS RAIL NEWS



Nothing this month.

## GENERAL RAIL NEWS

### **UNION PACIFIC UNVEILS \$8.5 MILLION STATE-OF-THE-ART TRACK INSPECTION VEHICLE**

Union Pacific Railroad today unveiled its new \$8.5 million state-of-the-art track inspection vehicle, EC-5, that will continue to enhance track safety with technology. Union Pacific now owns two self-propelled track geometry inspection vehicles designed to perform a variety of electronic track inspections at speeds of up to 70 mph. A three-person crew operates the EC-5. It performs inspections six days a week. The vehicle even has a full-size kitchen so meals can be prepared while on the go. In a year, the two geometry vehicles will test miles of track equivalent to more than five times around the earth's equator.

The EC-5 was built in Linz, Austria, by Plasser & Theurer. Ninety feet long, the vehicle has 11 computer systems that gather data from various types of lasers measuring track surface or level, rail wear and tunnel measurements. The on-board computers also use Global Positioning Satellite systems to accurately record and report the location of variances for accurate repairs. Track maintenance crews follow the inspection vehicle and make repairs as needed when a track defect is found. The real-time data recorded by the EC-5 also is used in scheduling track improvement projects.

These two vehicles join the 22 UP-owned ultrasonic rail-flaw detection vehicles. The ultrasonic vehicles are designed to "look" inside rail to detect flaws unseen by the human eye. An internal flaw may be caused by a poor casting or metal mixture.

### **TRAIN SMUSHES 100 SHEEP**

*(Benjamin, Utah)* – Union Pacific is investigating a collision with over 130 sheep near Benjamin, Utah in late December that killed more than 100 of the sheep. The sheep were chased through a hole in an electric fence by a neighborhood dog. They were running along the railroad track when a train killed most of the 130 or so animals, scattering sheep for half a mile along the track.

Jim Jensen, who owned some of the animals, got a call about 10 p.m. from a friend telling him his sheep had gotten out and one had been hit by a car. "We went over to look and couldn't find the rest of them," he said. "And then we found them, but we weren't happy when we found them. That is the ugliest thing you've ever seen."

The loss was significant to the owners because they'd been raising most of the sheep for years and preparing them for livestock shows around the state. Replacing each sheep would cost between \$600 and \$1,000, although with lambing season just a month away, the value of each ewe increases to between \$1,000 and \$1,200, Jensen said.

### **DOG FROZEN TO TRACKS FREED**

*(Chippewa Falls, Wisconsin, December 22, 2005)* - A dog was literally frozen to a set of railroad tracks in Chippewa Falls, Wisconsin in December of last year. A person noticed the dog along the tracks and passed by him a couple of times in about an hour and a half. He noticed the dog didn't move and was shivering. A Chippewa Falls officer freed the dog with just a simple tug on his tail. "It took a good pull and he gave a good yelp when we finally got the upper part of his tail where he was really frozen to the tracks, but I think in the long run, he's thanking us right now, too," said Tim Strand with the Chippewa Falls Police Department.

### **JOHNNY CASH'S DEPOT DONATED**

*(Hendersonville, TN)* - The Amqui Station between the Louisville & Nashville Railroad tracks in Madison, Tennessee was vacant and close to demolition when Arkansas native Johnny Cash bought it in 1979 and moved it a few miles to his property in Hendersonville. After the singer's death in 2003, Halo Properties purchased the depot and is now donating it back to Madison, where community leaders want to use it as a museum. Also, if they can secure the land, they want the nearly 100-year-old building to be part of a planned commuter rail system for Nashville and its suburbs. Cash spent most of his childhood and formative years growing up in northeast Arkansas, near Dyess in Mississippi County.

### **NEW ORLEANS STREETCARS UPDATE**

The famous New Orleans streetcar fleet was hit hard by Hurricane Katrina in August 2005. The old historic streetcars that ran along St Charles Avenue for 170 years and their new cousins, the red ones on Canal Street, will be out of service for up to a year while they are rebuilt. All 24 of the new cars and 6 or 7 of the streetcars on the Riverfront line were destroyed by flooding due to Katrina. The antique St Charles line cars were safe but the power system that runs them was wrecked and has to be rebuilt.

The St Charles streetcar line, the oldest continuously operated streetcar line in the world, is on the National Register of Historic Places and a New Orleans icon. The Canal Street line was restored in 2005 after 40 years of abandonment. The St Charles cars were made in the 1920s. The bill for repairs is estimated to be \$1 million per car. (*Arkansas Democrat-Gazette, November 20, 2005*)

#### **TULSA DEPOT TO BECOME JAZZ HALL OF FAME**

(*Tulsa, Oklahoma*) – Renovation began in January 2006 to turn the old Tulsa Union Depot into the new home of the Oklahoma Jazz Hall of Fame. The tall ceilings, art deco moldings and dramatic archways, the former train station’s mezzanine is said to be acoustically perfect for jazz. The new home for the organization has been nicknamed ‘The Jazz Depot.’

The Jazz Hall of Fame will also contain exhibits on jazz, including photographs, sculpture and other things honoring Oklahoma’s jazz, gospel and blues great artists. The organization received \$4 million for the renovation project with about \$2.2 million going to buy the depot from Williams Company.

The depot closed in 1967 but was remodeled for \$6.5 million by the Williams Company in the early 1980s. The Jazz Hall of Fame expects to move into the new facility by late summer or early fall of this year. (*Daily Oklahoman December 27, 2005 via Phil Moseley*)

#### **BNSF LOCO SIMULATOR HEADS TO US KANSAS CITY**

The ‘famous’ BNSF locomotive simulator at Johnson County Community College has been moved to Kansas City’s Union Station for the KC Rail Experience exhibit. This two-story, 7,600 pound simulator has trained about 3,000 locomotive engineers while at the college during the 1980s and 1990s. The National Academy of Railroad Sciences donated it to Union Station since it is now old training technology. But now visitors to the museum can experience the job of locomotive engineer. (*The Sun Newspapers, August 25, 2005 via Jim Johnson*)

## **AMTRAK NEWS**

Nothing this month.

## **EVENTS OF OTHER ORGANIZATIONS**

**PINE BLUFF, ARKANSAS** - Saturday, April 1, 2006 - The Cotton Belt Rail Historical Society’s annual RAILROADIANA SHOW AND SALE at the Arkansas Railroad Museum, 1700 Port Road in Pine Bluff. Hours will be 9 AM to 4 PM. Admission: \$5 adults, \$2 children 6-12, children under 6 free. There will be railroad memorabilia, model trains all scales, and door prizes each hour.

DEALERS? 8-ft tables are \$15. No refunds after March 23, 2006. Set-up times Friday 3-8 PM, Saturday 7-9 AM, Take-down Saturday 4-7 PM. Information: 870-535-8819, Cotton Belt Rail Historical Society, PO Box 2044, Pine Bluff, AR 71613.

**TIMONIUM, MARYLAND** - April 1-2, 2006 - The Great Scale Model Train Show plus the All-American Hi-Rail & Collectors Train Show at the Cow Palace at the state fairgrounds. Over 800 tables of ‘scale’ models (large). Admission \$7, time 9 to 4 Saturday and 10 to 4 Sunday. Information: 410-730-1036.

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### **KNOW OUR RAILROAD CLUB MEMBERS** continued from Page 14

#### **PHILIP L. MOSELEY**

**RAILROAD OR OTHER COMPANY:** AT&SF Railway Company 1966-1968 Agent Telegraph Middle Division; KCS Railway Company 1968-1970 Operator DeQueen, Arkansas and Kansas City; KCS Railway Company 1970-1997 Conductor Fifth Sub-Division.

**POSITIONS IN THE COMPANY:** Santa Fe – Agent-Telegrapher-Towerman (AG Tower); Agent at Alden, Kansas-Mulhall, Oklahoma-Hillsdale, Oklahoma-Tipton, Kansas-Oak Hill, Kansas-Osborne, Kansas; Operator AG Tower, Augusta, Kansas-North Wichita Yard, Wichita, Kansas-Sand Creek Yard, Newton, Kansas-Guthrie and Perry, Oklahoma. (*Above written in January 2006*)



### **JOHN A. MILLS**

**ADDRESS:** 2825 Burnett Rd, Topeka KS 66614-2228; Phone: (785)-273-0574; Age 75.

**RAILROAD OR OTHER COMPANY:** Missouri Pacific Railroad June 1948 thru September 1951 Clerk-Machinist Apprentice; Campbell 66 Express October 1951 thru May 1964 Clerk-Salesman-Asst Term Mgr; Olin Mathieson Chemical Corp June 1964 thru May 1973 Transportation Specialist; National Railroad Passenger Corp (Amtrak) June 1973 thru November 1994 District Supv-Senior Inspector Quality Assurance Mechanical Dept.

**POSITIONS IN THE COMPANY (AMTRAK):** Manger of the station at Ft Worth, Texas; District Manager Stations in Kansas, Oklahoma and Texas; Q A Inspector (Mechanical Dept) at ATSF Topeka, Kansas Passenger Car Shop for Amtrak; Q A Inspector (Mechanical Dept) at Budd Mfg Co Philadelphia, PA for Amtrak; Senior Inspector Quality Assurance Passenger Services for Amtrak traveling entire system; Senior Inspector Quality Assurance (Equipment Acquisition Dept) for Amtrak at Bombardier plants in Barre, VT and La Pocatier, QUE.

**PERIOD OF SERVICE:** From 1980 thru 1994 were my most rewarding years with Amtrak, both as traveling inspector and working in the ATSF shops at Topeka, Kansas and at the Budd Plant in Philadelphia and the final six years at the Bombardier Plants in Vermont and Quebec. During this time I was inspector for the HEP program and major overhaul of the ex-ATSF Hi-Levels, the new construction of the Amfleet II Budd cars, the new construction of the Horizon Cars at Bombardier and my final project was the new construction of the Superliner II cars.

**JOB LOCATIONS:** Little Rock, Arkansas; Ft Worth, Texas; Topeka, Kansas; Philadelphia, PA; Barre, Vermont; La Pocatier, QUE.

**COMMENTS:** I am a Charter member of the Arkansas Railroad Club and attended the first organizational meeting at the old Worthen Bank Building at 4<sup>th</sup> and Main in the late 1960s. I can't recall the exact date. I have been very active in the National Association of Railroad Passengers since 1968 and served on the Board of Directors since 1977 and am now Director at Large.

Being remembered in my native Arkansas as the catalyst who spearheaded the return of rail passenger service to Arkansas in March 1974 and the inaugural of the Inter-American brings great pride (*see Letter to Editor to Arkansas Gazette below*). Considering the turmoil and repeated efforts to kill this service (presently the Texas Eagle), I am equally proud of what Dr. Bill Pollard of Conway, Arkansas has been able to accomplish since I left Arkansas in 1974 in keeping this service in operation for now over 30 years. To see that over 239,000 passengers used this train last year is remarkable in view of the Union Pacific Railroad's handling of the train.

I have now been retired going on 11 years which seems almost impossible. I am proud to have by son John, Jr. (who rode the inaugural run of the Inter-American at age 9 on March 13, 1974 from St. Louis to Ft Worth) working for Amtrak as Agent at Garden City, Kansas. (*Above written in January 2006*)

Here's the Letter to the Editor by C. L. Taylor, Jr in the October 21, 1972 *Arkansas Gazette* about Mr. Mills:

"ONE MAN AND THE STATUS QUO – An oft heard expression in America today is, "What can I do to change things? After all, one man can't do anything." Yet when Amtrak begins service to Little Rock, it will be largely the result of the efforts of one man, John A. Mills.

John Mills is not a financially or politically powerful man. However, even without great financial or political power he was able, through hard work and persistence, to make people with power listen to him. To be sure he had times when he thought his dream of restoring rail passenger service to Arkansas would remain a dream, but his spirit and typewriter were indefatigable. He pushed on and even without the help of those who should have helped him, i.e., the Little Rock Chamber of Commerce, he won and now rail passenger service to Arkansas is again reality.

Amtrak may call the new train from St. Louis to Dallas something like "The Eagle," but it would be more appropriate to call it "The John Mills Special" dedicated to a man who proved that one man can do something."



Ashley, Drew & Northern 70-tonners #172 and 170 arriving at Monticello, Arkansas in August 1957. (*Jim Shaw photo, collection of Russell Tedder*)



Homochitto Lumber Co. #26, Bude, Mississippi, August 1940. (*Peter Smykla, Jr collection*)