



# ARKANSAS RAILROADER



VOLUME 37 NUMBER 6 JUNE 2006



Little Rock & Western Alco No. 101 heads a grain train westbound through Ola, Arkansas toward its final destination in Danville (the Tyson plant) on Wednesday, May 17, 2006. Time was 12:06 p.m. The train had left its home base of Perry about 10:15 a.m. *(Ken Ziegenbein photo)*



The LRWN runs on former Rock Island tracks between Little Rock and Danville, Arkansas, going past the abandoned Rock Island depot at Ola. This depot had the tile siding removed because of asbestos.

## 2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com  
**V-PRESIDENT** - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrrailfan@sbcglobal.net  
**TREASURER** - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net  
**SECRETARY** - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net  
**EDITOR** - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com  
**NRHS DIRECTOR** - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)  
**PHOTOGRAPHER** - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net  
**HISTORIAN** - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)  
**BOARD '06** - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)  
**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 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, JUNE 11, 2006, 2 PM** at our normal meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be presented by **Mark Silverberg** who will show slides of Rock Island and Missouri Pacific in the Little Rock area. Refreshments will be served thanks to members who bring in snacks.

PLEASE NOTE that I won't be at the June meeting. June 11 is my father's 88<sup>th</sup> birthday and I'll be celebrating with him in Texas. If you have anything for me to print, please mail it to our club address or email or phone me. Thanks. (Ken Ziegenbein, editor)

**DEADLINE FOR JULY RAILROADER** is our meeting date, June 11. I won't be at the meeting, so please get any news items to my that date via email or postal mail.

**ARAKNSAS RAILROAD CLUB WEB FORUM HAS MOVED** to a new web-site. Club members can now access the forum at: [www.scalerailsonline.com](http://www.scalerailsonline.com). The new site offers enhanced features including the ability to create a web-based photo album to share your train and model railroading images!

For more information about the web-forum or assistance with creating an account please email Joe Musgrove at: [jdmusgrove@ualr.edu](mailto:jdmusgrove@ualr.edu)

**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>

**WELCOME NEW MEMBER** - H. Glenn Mosenthin, 7860 Grove Brook Ct #201, Germantown, TN 38138

---

**Daniel E. Smith**

**Died April 20, 2006**

From his son, Brian Smith: "My father, Daniel Smith, died last Thursday, April 20th at the age of 54. The funeral was on Monday the 24th. I just wanted to let those of you who met or knew him know about it. Things have been kind of crazy over the last week or so. Hopefully, it'll start to settle down soon. Needless to say, he will be missed, but he is in a much better place than this world now. I hope that everyone is doing okay. My best to all. - Brian

## WANTED - FOR SALE OR TRADE

**WANTED** - Call for photos and information: A book about the American Refrigerator Transit Company is well underway. This is a call for photographs (particularly early or unusual photos) and information pertaining to ART's company history, its rolling stock, facilities, and employees. For making contributions to this important book of railroad history, please contact Gene Semon at e-mail mopac1@classicnet.net. If e-mail is unavailable, please contact Gene Semon by letter at 431 Kingwood Circle, Cabot, AR 72023.

**WANTED** - Personal Railroad Stories. The Arkansas Railroad Club is fortunate to have many who write stories of their railroading past or their father's railroading past. But we can always use more stories, including from current railroaders. So, if you know of anybody who would like to tell their railroading stories, either past or present, send them to the Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119. You may use any format you want, including just writing the stories out longhand or on a typewriter. Of course, it would make it easier for us if you used some sort of computerized format (Word, Wordpad, WordPerfect, any text editor, etc), but don't let the format keep you from sending anything in. Also photos are welcome, printed or digitized. You can also attach the photos or stories via email: trains@trainweather.com. (Ken Ziegenbein, editor Arkansas Railroader in my 25<sup>th</sup> year.)

## 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.

**TEXAS – DALLAS AREA RAPID TRANSIT** - Dallas Area Rapid Transit (DART), a political subdivision of the State of Texas, and Dallas, Garland and Northeastern Railroad (DGNO), a Class III rail carrier, have jointly filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments and Discontinuances of Service for DART to abandon, and for DGNO to discontinue service, over approximately 8.85 miles of railroad, between milepost 281.65, near Plano, and milepost 290.5, near Allen, in Collin County, TX. Effective on May 16, 2006. ([STB Docket No. AB-439 (Sub-No. 6X), decided April 10, served April 14, 2006)

**WASHINGTON – BNSF** - To abandon a 0.23-mile line of railroad between BNSF Engineering Station 521 + 42 and BNSF Engineering Station 533 + 65, in Olympia, in Thurston County, WA. Effective on May 16, 2006. (STB Docket No. AB-6 (Sub-No. 440X, decided April 10, served April 14, 2006)

**MINNESOTA – BNSF** - To abandon a 0.58-mile line of railroad that extends between BNSF's milepost 113.44 and milepost 114.02, near Camp Ripley in Morrison County, MN. Effective on May 16, 2006. ([STB Docket No. AB-6 (Sub-No. 438X, decided April 7, served April 14, 2006)

**VIRGINIA – NORFOLK SOUTHERN** - to discontinue service over an approximately 1.63-mile line of railroad between milepost VB-0.12 near Park Avenue and milepost VB-1.75 near Tidewater Junction in Norfolk, VA. The line serves the station of Tidewater Junction in Norfolk. A final decision will be issued by July 14, 2006. (STB Docket No. AB-290 (Sub-No. 269X), decided April 7, served April 17, 2006)

**IOWA – NORTH CENTRAL RAILWAY ASSOCIATION, INC.** – *(While an old abandonment notice, this line is once again requesting abandonment. It has an interesting history which I thought was worth sharing).* In this proceeding, the North Central Railway Association, Inc. (NCRA) filed a notice of exemption under 49 CFR 1152.50 seeking exemption from the requirements of 49 U.S.C. 10903 in connection with the abandonment of a line of railroad in Hardin County, Iowa. The abandonment covers 10.54 mile of rail line, and extends from milepost 201.46 near Ackley to milepost 212.00 near Steamboat Rock, in Hardin County, IA. NCRA states that the width of the right-of-way of the rail line is generally 100 feet.

According to the railroad, the Iowa Central Railway company initially purchased the line between 1866 and 1869 as part of the north-south railroad mainline located between Marshalltown, IA, about 30 miles due south of Steamboat Rock, and Mason City, IA, approximately 45 miles north of Ackley. The line was later expanded to a north-south route between Minneapolis/St. Paul, MN and Kansas City, MO. In 1912, the Iowa Central Railway Company deeded the line to the Minneapolis and St. Paul Railroad Company. In 1960, the line was deeded to the Chicago and North railway Company (CNW). In 1983, Rock Island

and Pacific Company purchased the line and reduced its traffic to local service only. The railroad states that in 1988, CNW filed an application to abandon the line with the Interstate Commerce Commission. The abandonment was approved in 1989. However, following its approval, CNW and NCRA negotiated the purchase of the line. In 1989, NCRA was authorized to acquire the line and the abandonment was dismissed. In November 1989, the Chicago Central and Pacific Railroad Company (CCP) was granted permission to lease and operate the line, but according to the railroad, there has been no rail service on the line for over sixteen years. . . Based on information in the railroad's possession, the line does not contain any Federally granted rights-of-way. If the notice becomes effective, the railroad will be able to salvage track, ties, and other railroad appurtenances and to dispose of the right-of-way.

SEA conducted a search of the National Park Service's Native American Consultation Database at <http://www.cast.uark.edu/other/nps/nacd/> to identify Federally recognized tribes that may have an interest in the project. The data base indicated that the Sac and Fox Nation of Missouri, the Sac and Fox Nation of Oklahoma, and the Sac and Fox Tribe of the Mississippi in Iowa may have an interest in the proposed abandonment. Consequently, SEA will ensure that the tribes receive a copy of this EA for their review and comment. (STB DOCKET NO. AB-586 (Sub-No. 2X), date made available to the public, April 18, 2006 – Comments due date May 3, 2006)

**KENTUCKY – CSX** – To abandon a 12.99-mile line of railroad on its Southern Region, Huntington Division West, Cumberland Valley Subdivision, in Harlan and Letcher Counties, KY. The line to be abandoned consists of: (1) a portion of the Poor Fork branch between milepost 0WC 261.1, near Cumberland, and milepost 0WC 262.3, at Cumberland Junction; and (2) the entire Scotia Branch between milepost 0WD 262.21, at Cumberland Junction, and milepost 0WD 274.0, near Scotia at the end of the line. Effective on May 26, 2006. (STB Docket No. AB-55 (Sub-No. 665X), decided April 18, served April 26, 2006)

**KANSAS – KANSAS & OKLAHOMA RAILROAD, INC** - To abandon its 6-mile line of railroad between milepost 85.0, at Chase, and milepost 91.0 at Silica, in Rice County, KS. Effective on June 9, 2006. (STB Docket No. AB-853 (Sub-No. 3X), decided May 3, served May 10, 2006)

**KENTUCKY – CSX** - To abandon a 12.56-mile rail line on its Southern Region, Huntington Division-West, Cumberland Valley Subdivision, from milepost OWH 258.5 to the end of the track at milepost OWH-271.06, in Harlan County, KY. Effective on June 10, 2006. (STB Docket No. AB-55 (Sub-No. 667X), decided May 4, served May 11, 2006)

**TEXAS – UNION PACIFIC** - To abandon a 7.25-mile line of railroad, the Tyler Industrial Lead, extending from milepost 0.25 near Troup to milepost 7.50 near Whitehouse, in Smith County, TX. Effective on June 10, 2006. (STB Docket No. AB-33 (Sub-No. 223X), decided May 4, served May 11, 2006)

**NORTH CAROLINA – NORFOLK SOUTHERN RAILWAY CO/ YADKIN RAILROAD COMPANY (YRC), A WHOLLY OWNED SUBSIDIARY OF NSR, AND WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY (WSSB), A CLASS III SWITCHING CARRIER OWNED EQUALLY BY NSR AND CSX TRANSPORTATION, INC** - (1) for NSR to discontinue service over 11.11 miles of rail line (the Line) between milepost WF-0.00 at Halls Ferry Junction and milepost WF-11.11 at Badin in Stanly County, NC, which it operates under lease from YRC; (2) for YRC to discontinue service over the Line, which it leases from Alcoa, Inc. (Alcoa), the owner of the Line's right-of-way, track, and improvements;[1] and (3) for WSSB to discontinue service over the 5.21-mile portion of the Line between milepost WF-5.90 at Whitney, NC, and milepost WF-11.11 at Badin, which it and YRC jointly lease from Alcoa. The Line serves the station of Badin. NSR will continue to serve the Halls Ferry Junction station, and WSSB will continue to serve the Whitney station. A final decision will be issued by August 11, 2006. (STB Docket No. AB-290 (Sub-No. 254X), decided May 5, served May 15, 2006)

**SOUTH CAROLINA – CSX TRANSPORTATION, INC.** – To abandon a 12.74-mile rail line between milepost AKL 26.26 near Belton, the end of the line, and milepost AKL 39.00, near Pelzer, on the Southern Region, Florence Division, Belton Subdivision, in Anderson County, SC. The line includes one station, the Belton Station, at milepost AKL 31.0. A final decision will be issued by August 16, 2006. (STB Docket No. AB-55 (Sub-No. 664X), decided May 10, served May 18, 2006)



## ARKANSAS RAIL NEWS



### ONLINE ENCYCLOPEDIA OF ARKANSAS HISTORY & CULTURE

The Encyclopedia of Arkansas History & Culture is a definitive on-line reference on all aspects of Arkansas' history (including railroads) and heritage. The Encyclopedia, available at [www.encyclopediaofarkansas.net](http://www.encyclopediaofarkansas.net), is based on a belief that to understand and appreciate our state, people need to have an understanding of its past and the people who shaped it.

The Encyclopedia of Arkansas History & Culture will be an extraordinary resource for students, teachers, scholars, journalists, business and professional people, genealogists, and the general public for basic information and research. In addition to thousands of text entries, the encyclopedia will include photos, maps, audio files and video clips.

More than 800 groups and individuals have been involved with the Encyclopedia as authors, reviewers, fact-checkers or volunteers. Entries for the Encyclopedia cover topics ranging from agriculture to transportation and Civil War battles to pop culture. Contributors include a number of individuals from Arkansas and abroad as well as the Department of Arkansas Heritage, Arkansas Arts Center, Arkansas Archeological Survey, Arkansas Department of Parks and Tourism and numerous county historical societies.

The Encyclopedia of Arkansas History & Culture is a project of the Butler Center for Arkansas Studies at the Central Arkansas Library System. When it is completed in 2010, the Encyclopedia will contain more than 3,500 entries covering every aspect of the state's history. The Butler Center for Arkansas

Studies will continue to maintain and update the Encyclopedia ensuring that the state has an up-to-date, authoritative resource. The Project is funded entirely through grants and donations. Major funding for the Encyclopedia is provided by the Winthrop Rockefeller Foundation, the Department of Arkansas Heritage, and the Arkansas Humanities Council.

*While not railroad-related, this interesting story came from this online encyclopedia under "Transportation":*

### **"First Night Flight of Charles Lindbergh – Lake Village, Arkansas**

In the acclaim for Charles Augustus Lindbergh following his solo trans-Atlantic flight in 1927, few people recognized the small but significant role Arkansas played in the historic event. Today, a modest monument off Highway 159 near Lake Village (Chicot County) marks the Arkansas site that contributed to one of the greatest stories in American history.

In April 1923, Charles Lindbergh was a young airmail pilot who had taught himself to fly. He had engine trouble on a flight between Mississippi and Houston, Texas, and landed near Lake Chicot in Lake Village, in an open space which was used as a local golf course. The nearest building was the clubhouse. The keeper, Mr. Henry, and his family sometimes used the building as an inn and extended their hospitality to the young pilot.

After repairing the plane (which had no instruments, radios, or other navigational tools), Lindbergh noticed the evening's bright full moon and clear sky. In his book, *We*, Lindbergh said it was "an ideal night for flying" in the soft yellow moonlight, adding: "I decided to see what the country looked like from the air at night and jokingly asked my host to accompany me. For some reason, he had no fear of a night flight although I had been unable to persuade him to go up with me in the daytime. What his reaction would have been, had he known that I had never flown after dark before, is a matter of speculation." They apparently had a brief but pleasant flight by moonlight over Lake Village and the Mississippi River, as Lindbergh's host later remarked that evening that he had "never spent a more enjoyable quarter hour in his life."

Four years later, Lindbergh was able to use the night-flying skills that he first tried in Arkansas by flying day and night in the first non-stop solo flight across the Atlantic. The foundation stones of the old clubhouse Lindbergh mentioned are currently on private property on North Lake Shore Road in Lake Village. An obelisk monument was placed there in 1934 by the Chicot Delphian Society and marks the area of the flight."

***Also this story about the Reader Railroad from the Encyclopedia:***

"The Reader Railroad, which ran through Nevada and Ouachita counties, was one of the last remaining trains drawn by steam locomotives. Though no longer in operation, either in industry or as a tourist attraction, it has drawn many to the area and was a featured set piece in the television miniseries, *North & South*.

Sayre Narrow Gauge, the railroad's original name, was constructed in 1889 to move the virgin timber that was being harvested south of Reader, which is on the Nevada-Ouachita

County border, for a sawmill at the St. Louis Iron Mountain & Southern Railroad located in Gurdon (Nevada County). In 1910, the line was purchased by the McVay Lumber Company and, in 1913, was taken over by the Valley Lumber Company, which extended it to tracts of timber in lower Nevada County. A. S. Johnson purchased the sawmill company in 1921 and, in 1925, organized the Reader Railroad, named after the small community and postal stop of Reader, which was held under the parent company of Mansfield Hardwood Lumber Company, as a common carrier to transport freight to and from newly discovered oil fields near Waterloo (Nevada County).

Reader Railroad continued to work the river bottoms and creek valleys, hauling timber and freight until the mid 1950s, when the parent company was dissolved. Tom M. Long purchased the railroad and began an upgrade. He promoted the railroad for passenger and freight traffic, but the energy crisis of the early 1970s closed the refinery in Waterloo, and the lone freight and declining tourist traffic could not sustain the little railroad. Long abandoned his plans, and the railroad was sold to a group of businessmen in the area who worked to preserve it. They, in turn, sold it again in 1980 to the present owner, R. A. Grigsby, who focused on emphasizing the history of Reader Railroad and the role it played in the development of south Arkansas.

As larger and more efficient equipment was built to harvest and transport the timber and oil, Reader Railroad became a tourist attraction. The railroad owns many refurbished cars, including two oil-burning locomotives built in 1907 and 1913, respectively, and one wood-burning locomotive built in 1907, as well as passenger cars, excursion cars, flatcars, boxcars, a tank car, and two stove-heated caboose cars.

The railroad was operated as it was seventy to eighty years ago. Running at only maximum speeds of twelve miles per hour, Reader Railroad took an estimated 100,000 people on rides through the forest, hills, and bottomlands of Nevada and Ouachita counties. At the end of the track, the engine was turned by hand on a turntable. The engine then picked up the train, while the caboose was placed on the rear for the return trip—a total of five and one-half miles, taking approximately two hours.

In 1985, ABC Television and Warner Brothers came to south Arkansas and used the railroad cars and station, enhanced by ABC, for the filming of train shots for the miniseries, *North & South*.

The railroad operated until 1991, when it could not meet the new federal safety regulations."

### **UNION STATION PINE BLUFF CELEBRATES 100 YEARS**

Pine Bluff's Union Station was 100 years old May 9, 2006. A joint birthday celebration for Union Station and the Pine Bluff/Jefferson County Historical Museum, which is housed at the train depot, will be held June 23, according to Museum Director Sue Trulock. The museum observed its 25th anniversary on March 10. Trulock said the June party will feature birthday cake, entertainment and a catered fish fry.

It might be difficult to imagine now, but the Union Station at East Fourth Avenue and State Street was for decades the pulse of life and business not only in Pine Bluff and Jefferson County, but also much of Southeast Arkansas. Virtually all freight was received and transported by rail for much of the early 1900s, and tending to cargo by train remained a general custom until the mid 1960s. Much mail was conveyed along rail routes, and trains carried people, livestock and assorted goods on short trips and cross-country journeys.

After passenger service ceased here in 1967, the train depot eventually became the home of three restaurants. However, the structure was given new steam in September 1991 when the historical museum established residency, moving from cramped quarters in the courthouse. The museum continues to rejuvenate the building and area, attracting visitors from around the world and featuring frequent train traffic.

The current depot was preceded by a wooden structure erected by the Little Rock, Mississippi River and Texas Railroad, which was part of the St. Louis, Iron Mountain and Southern Railway Co. subsidiary of the Missouri Pacific Railway Co. Pine Bluff's City Council approved a 25-year lease on the northeast corner of East Fourth Avenue and State Street — East Fourth was then South Common Street and State Street was Fugate Street — on March 23, 1880. Despite repeated requests for a new depot, the railroad continued utilizing the old frame structure even beyond the duration of the lease.

In 1904, the railroad requested the city to donate South Common Street between State and Alabama streets as a site for a new depot. City officials liked the idea and Mayor H. King White proposed that the new facility be a union station, as the Cotton Belt Railroad was also providing passenger service.

Little Rock, Mississippi River and Texas Railroad General Manager Russell Harding apparently didn't favor White's thinking. He took no action on the matter until the land lease expired. He then asked for the railroad's architect to draft plans for a new depot building, but never sought a renewal of the lease. City authorities became so angry that City Attorney W.F. Coleman was instructed to file a lawsuit against the railroad.

The move prompted the railroad to restore communication with the city and advance on raising a new depot, although the company balked and stalled a few more times before all negotiations and

construction were finalized. The Graphic reported on March 4, 1906, that the new depot was expected to be ready by April 1, but exterior work couldn't be completed until mid-March. Construction superintendent Frank Thielecke then projected a May 7 conclusion.

On May 9, the building was declared finished, except for a few minor touches. The Little Rock, Mississippi River and Texas Railroad opened the depot on May 23 and started passenger service the following day. Work on a new, connecting track prevented Cotton Belt from instituting operations at the depot for several weeks. (*Pine Bluff Commercial May 9, 2006*)

## **RIVER RAIL STREETCAR CONSTRUCTION UPDATE**

(*North Little Rock*) - Track construction (*to the Clinton Library and, Heifer Project*) is complete with the exception of the specialty track located at 2nd and Commerce (tie-in to existing system) and track switch at World Street and 3rd Street. OCS poles have been installed and foundations are complete. Platforms are complete with the exception of the World Street station stop.

*Weeks of May 22 – July 31* - There will be no on-site activity during this period. This is a scheduled on-site construction hold. Off-site activity, the specialty track for both the switch at World Street/3rd Street and the diamond crossing at 2nd Street/Commerce, are currently being fabricated. On-site construction will restart in August. The project is currently on schedule and expected to complete in late November. (*Central Arkansas Transit via Daryl Stout*)

## **GENERAL RAIL NEWS**

### **HARRIMAN SAFETY AWARD TO NS – AGAIN**

On May 16, 2006, Norfolk Southern won the E.H. Harriman Memorial Safety Awards' top Group A honor for the 17th-straight year. The Association of American Railroads (AAR) presented the awards during a luncheon in Washington, D.C. BNSF Railway Co. took the silver and CSX Transportation grabbed the bronze in Group A, which recognizes railroads whose employees worked a combined 15 million hours or more last year.

Harrimans are based on the lowest casualty rates per 200,000 employee-hours worked — a formula that takes into account the volume of work performed, as well as the number of fatalities, injuries and occupational illnesses confirmed by the Federal Railroad Administration. The late Mary W. Harriman founded the awards in 1913 to memorialize her husband, railroad pioneer Edward H. Harriman. The awards currently are administered by the E.H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation. (*Progressive Railroad Daily News May 17, via Don Weis*)

### **GUYMON, OK NEWSPAPER OWNER DIES DOING WHAT HE LOVED**

(*Guymon, Oklahoma*) – Newspaper owner Don J. Mosher, 63, died after doing what he loved – riding behind a steam locomotive (UP's 844). Mosher, co-owner of the Guymon Gazette with wife Janet, suffered a heart attack after riding on a Union Pacific train

pulled by an authentic steam engine during Guymon's annual Pioneer Days celebration in May of this year.

### **OH NO! KARAOKE TRAINS IN CHINA!**

(*Beijing, China*) - China is planning to offer luxury trains to the roof of the world when it opens a long anticipated and highly controversial railway to Tibet in July, a state newspaper said May 18. The five-star trains, aimed mainly at foreigners, will have showers, on board folk dance shows and that staple of the Chinese holiday experience -- karaoke, the Beijing Times reported. So luxurious will the train be that it is only going to carry around 100 passengers, as it sweeps through the snowy mountains of mainly Buddhist Tibet at such high elevations the carriages are going to be pressurized like aircraft, the newspaper said.

The trip from Beijing to Lhasa is expected to take at least 48 hours. China hopes the railway will help develop one of the country's poorest and most remote regions, but Tibetan rights activists fear it will lead to a flood of Chinese immigrants and some are calling for a tourist boycott of the line. China has also promised it will be the world's first environmentally friendly railway, passing as it does through fragile ecosystems that are home to endangered species. (*Via Internet*)

## **MEMPHIS JOHNSTON YARD UPGRADE**

*(Memphis, April 20, 2006)* - Canadian National Railway Co. announced it will spend \$100 million to rebuild and upgrade Johnston Yard in Memphis, Tenn. — a key operating center in the Class I's North American network that was built in the early 1900s. As part of the project that began in February, CN will reconfigure the yard's freight-car switching facility, including the construction of a small hump designed to direct cars to sorting tracks via gravity. The railroad also will build tracks, switches and support buildings; construct a yard tower, car shop and locomotive servicing facility; and install equipment.

After the project is completed in late 2008, the yard will feature 45 classification yard tracks, three 10,000-foot departure tracks and eight 5,000-foot receiving tracks. The facility will be able to handle more than 35 trains per day and more than 3,100 cars. "The yard has experienced steadily increasing traffic volumes since CN's acquisition of Illinois Central in 1999 and the recent implementation of CN's routing protocols with the other major railroads in Memphis," said CN President and Chief Executive Officer E. Hunter Harrison in a prepared statement. *(Progressive Railroading Daily News via Don Weis)*

## **UP TO TEST AIR EMISSION-REDUCING DEVICES ON OLDER LOCOMOTIVES**

In collaboration with the U.S. Environmental Protection Agency's (EPA) National Vehicle and Fuel Emissions Laboratory and the Southwest Research Institute (SWRI), Union Pacific Railroad will equip a 3,800-horsepower SD60M locomotive built in 1992 with MIRATECH Corp.'s oxidation catalyst or "oxicat" devices. Engine exhaust flows through the devices — similar to flow-through catalytic converters — to convert particulate matter into water and carbon dioxide. *(Via Don Weis)*

## **FRISCO 4500 TO BE RESTORED COSMETICALLY**

*(Tulsa, Oklahoma, April 23, 2006 –Tulsa World by Tom Droege)* – Frisco 1942 steam engine No. 4500 is being cosmetically restored. With the volunteer-powered restoration proceeding at full steam, the train finally has a home along Old Route 66. The city has entered into a contract to buy a piece of land in west Tulsa in the 3700 block of Southwest Boulevard. Using \$200,000 in Vision 2025 funds, the city will create a home for the engine and other relics important to Tulsa's history.

Once the large pieces are attached, the engine will be painted midnight blue, its original color. Then the side rods, air tanks and about 700 other parts being cleaned at a separate location will be attached. The brass parts, or "jewelry," as some call it, will be the final touch.

The Frisco 4500, said to once travel as fast as 100 mph, originally steamed through Tulsa pulling the "Meteor" passenger train between Oklahoma City and St. Louis. It was one of several oil-burning steam engines that transported passengers between 1942 until 1947, when diesel became the railroad fuel of choice.

After a few years of pulling freight, the engine and its tender car were donated to the city by Frisco officials in 1954. It was put on display in Mohawk Park until about 1980, when it was moved to a railroad yard due to expansion at the Tulsa Zoo. A group of train enthusiasts called the Sunbelt Railroad Historical Trust entered into an agreement with the city to refurbish the engine, but that never happened.

When the city decided to sell the engine in 2002, the Save the Old Frisco Engine group was formed.

In October 2004 the disabled locomotive was pushed and pulled by two modern engines from an Owasso railyard to Tulsa. The train is being restored on a section of track behind the old Bethlehem

Steel building near Archer Street and Lansing Avenue.

Original plans were to restore the engine to working condition, but that was determined to be too costly. When it reaches its resting place in west Tulsa, people will be able to enjoy it without leaving the station.

## **WYOMING LINES MAJOR EXPANSION**

In early May, Union Pacific and BNSF announced plans to expand their jointly owned rail line in Wyoming's Southern Powder River Basin coal fields. The railroads have been under fire for delays in delivering coal to power plants. They'll build more than 40 miles of third and fourth main line tracks. The project will cost about 100 (m) million dollars over the next two years.

The new project is in addition to the construction of 14 miles of a third main line track completed in spring 2005 and an additional 19 miles of the third main line under construction and scheduled to go into service later this month. Total cost of the 75-mile capacity expansion will be about 200 (m) million dollars. Cost will be split between Omaha-based Union Pacific and Fort Worth, Texas-based B-N-S-F.

## **DISNEY MONORAIL NEWS**

*(May 12, 2006 – Mickey News)* – Consider these statistics: Since its inauguration in 1971, the Walt Disney World Monorail transportation system has carried over 1 billion passengers, averages over 150,000 passengers daily and yearly carries over 50 million people. And if you add all the miles the system traveled since its beginning, it would total over 25 round trips to the moon!

**HISTORY OF MONORAILS** - Contrary to what most people believe, Walt Disney did not invent the Monorail nor was he first to envision its use. The Monorail has its beginnings more than 181 years ago! One of the first passenger Monorails began June 25th, 1825. This was the Chestnut Railway based on a patent by Henry Robinson Palmer. This Monorail was actually built to carry bricks, but ended up carrying passengers at its opening. This Monorail was pulled by one horse. Also in 1876, General Le-Roy demonstrated a steam powered Monorail at the United States Centennial Exposition.

In 1957 the German company ALWEG, of Cologne Germany began the most successful Monorail system, this same system the most widely used in the World today. This Monorail caught the attention of Walt Disney in that year. It was then that Walt's love of railroads and steam engines morphed into the Monorail train. He wanted one for Disneyland, and in 1959 Walt opened the Alweg Monorail in Disneyland. Because of this, the Alweg system became world known.

Today the total length of the system is 14.7 miles. Many guests wonder why Disney has not added Monorail transportation to all the parks and resorts. Well part of the reason is cost prohibitive. It costs an average of a million dollars per mile! The beams that the Monorails ride on, as stated before cost on the average of 1 million dollars a mile. These beams are 26 inches wide and

they have a Styrofoam core, wrapped by concrete and steel. Built in Oregon, they were shipped by rail to Florida. Over 400 beams were designed to follow the contours of the land, each supported by concrete columns, 110 feet apart. The Monorails are electric, power being fed to the trains not unlike your toy trains, by a bar running next to the beams. The trains, which run on rubber tires, 124 to each train are so super quiet that if you are eating at "Chef Mickey's" in the Contemporary Resort, you will hardly know that they are passing by upstairs at the resort station!

### UNION PACIFIC TO HIRE 5,000 THIS YEAR

Union Pacific will hire 5,000 employees this year as it works to meet rising demand for rail shipments and to make up for the expected turnover of half its workforce by 2013. Hiring will take place across the entire UP system, CEO Jim Young said at UP's annual shareholders meeting in Salt Lake City. "Our hiring is really across our whole system, and it's not only where you think traditionally of train and engine crews, conductors [and] engineers. It's really across the board, in all of our ranks," said Young, who answered a shareholder's question about hiring. **"If you know anybody who wants to work for Union Pacific, refer them over to us."** UP employs nearly 50,000 people.

The reason for the hiring? After years of little or no growth, the railroad industry is surging with new demand. As recently as early 2005, some analysts were questioning whether the new demand was sustainable. "Today, we believe that it is," Young said.

The resurgence can be traced to several factors, including growth in imports from Asia to western U.S. ports, truck driver shortages and

a strong appetite for energy that is driving fuel prices to record levels. At the same time, **UP is investing in sophisticated freight locomotives that are three times as fuel-efficient as over-the-road trucks.** "In fact, in the first quarter, we handled a record volume [of freight] without an increase in fuel consumption," Young said. Contact UP at their website, UPRR.com.

### LONGEST NON-STOP INTERNATIONAL TRAIN RUN

*(Cannes, France – May 16)* - The cast and filmmakers of Columbia Pictures' *The Da Vinci Code* on May 16 helped Eurostar set a Guinness World Record for the longest non-stop international train journey. The record was set as the Eurostar train arrived in Cannes, with the cast and filmmakers onboard, for the start of the Cannes Film Festival. The Eurostar journey, which took 7 hours 25 minutes, started in London at 09.40 London time this morning, after stars Tom Hanks, Audrey Tautou and director Ron Howard, had named the train "The Da Vinci Code." It is the first time a Eurostar has made the journey with travellers from London to Cannes, and the longest non-stop high-speed journey in the world, with a distance of 1421km. An official from Guinness World Records certified the record-breaking run and confirmed the record distance during a presentation on arrival at Cannes station.

## AMTRAK NEWS

Nothing really newsworthy this month.

### REMEMBERING 6

*P.B. Wooldridge*

Telegraph operators and railroad depots are ancient history today, but for over one hundred years they were very important in the American economy.

To be a Cotton Belt telegraph operator one had to be very mobile until seniority was acquired. I had no car so I generally rode a passenger train. If a passenger wasn't available, I'd ride freight in the caboose, but only if I could get a wire pass from Pine Bluff, as freight conductors weren't allowed to permit an employee to ride without a pass. When unable to get a pass, I'd ride hobo. On one occasion the freight didn't stop at my station, and I had to walk 7 miles.

Back in 1938 I arrived at Campbell, Mo. On No 6 around 3 a.m., to protect the Agency. The Agent, Georg Knight, had left earlier on No 5, en route to Tyler, Texas to become a Dispatcher. I found the keys to the station in the wooden box in front, secured by a large switch lock, and entered the darkened depot. I'd never been there before. I spent the remainder of the night sleeping on a desk, using the thick Official Guide of the Railways as a pillow.

I was officially on duty at 8 a.m. At 8:02 a.m. the Dispatcher's phone rang, and I uttered only one word in responding: "CAMPBELL." Dispatcher J. C. Holly replied: "SHUT UP AND COPY 5 NORTH." I'd never been greeted in such a fashion, and I determined then that I didn't care for Mr. Holly. Then he dictated so fast that I had trouble copying him. I was ashamed of the order I'd copied, and considered re-copying it, but that would have required my repeating the order to Mr. Holly to insure accuracy, and I didn't want any more business with him. 30 minutes later a Missouri Pacific freight out of Paragould Junction flew by. I handed up the train order and he didn't stop, so I assumed he was able to read it.

That was 61 years ago and it was during cotton season. As I recall every 15 minutes cotton quotations from the stock market came over the Western Union telegraph wire, and I would phone them to the local cotton broker. Campbell was the only station I ever worked with that service.

I worked there 3 days, then was off to other stations to relieve, covering some 700 miles of railroad.

Pay was roughly 86¢ an hour back then; we got our check every two weeks and we were always two weeks in arrears. I was never money ahead, always waiting on the next paycheck. It was very difficult to travel as much as we did with empty pockets.

## DELIVERING THE MAIL

*Gene Hull*

On 8 July 1964, I was in the Locust Street yard of the Missouri Pacific at North Little Rock when I heard the bellowing warning of a diesel locomotive. At the east end of the yard I saw the eagle-wing adorned nose of speeding locomotive swing around the sweeping curve. A train of mail-baggage-express cars dutifully followed, but they were invisible. They were concealed in a furiously billowing cloud of ballast dusty and smoke from super-hot brake shoes. The train's speed was smoothly reduced to above 60 miles an hour.

The engines number board displayed the numeral 39. They identified the engine as a product Electro-Motive Division of General Motors, Class E-8 built in 1950 with 2,250 horsepower.

The "E" Class of diesel engines were highly regarded by many men in engine service for their dependability, ease of operation and pleasant appearance. They did not have the nostalgia-induced glamour of the Mo. Pac. 6600-class 4-6-2 Pacific type, or the 4-6-2 poppet-valve equipped "Madam Queen", or the Texas & Pacific 4-8-2 Mountain type with the name plate SUNSHINE SPECIAL above the smokebox. They were PROGRESS.

After my camera recorded her passing, she rolled by the huge shops complex, crossed the Arkansas River on the Baring Cross Bridge and proudly rolled to an easy stop at Union Depot before the concourse with its several flights of cast iron steps were amputated.

Change, it was comin'.



Train No. 7 on the Missouri Pacific enters Locust Street Yard in North Little Rock, Arkansas, 8 July 1964. (*Gene Hull photo*)



Is this the old bridge pier of the long-ago-abandoned Dardanelle, Ola and Southern Railroad? It's across the Petit Jean River between Centerville and Ola, Arkansas. Highway 7 is to the left but apparently used to be where I'm standing. Any ideas? If it's the DO&S, it was completed in 1907 and taken up in 1938, according to Gene Hull's *Shortline Railroads of Arkansas*) - Ken Ziegenbein photo May 17, 2006



On May 7, 2006, I caught this repainted boxcar passing Union Station in Little Rock on the UP with the old Southern Pacific Lines 'Sunset' emblem freshly painted on the car. (Ken Ziegenbein photo)





A special moment at the May 21, 2006 Arkansas Railroad Club meeting: Member RANDY TARDY is given his 25-year National Railway Historical Society pin by Tom Shook, our NRHS Director. Randy gave a very emotional and entertaining speech about how great it's been to be a part of the Club and NRHS the past 25 years. He said, among other things, that he's kept a diary over years and remembers joining the NRHS in 1981. At that time, he said, Missouri Pacific was alive and well in MOP blue and it looked like they would be around forever (Randy was proudly wearing a Missouri Pacific tie at this presentation). However, within a year it would be part of Union Pacific; membership dues then were \$7.50 a year; the weather the day he became a NRHS member: high temperatures 63, low 34 degrees;

At that time, and for years afterward, Randy was Business/Transportation Writer at the Arkansas Democrat (*later becoming the Arkansas Democrat-Gazette*). He wrote many stories of railroads. He still cherishes the memories of MoPac's *Delta Eagle* passenger train. CONGRATULATIONS RANDY!

