



ARKANSAS RAILROADER



VOLUME 37 NUMBER 10 OCTOBER 2006



AOK contractor Terry Blankenship helps rescue AOK the cat from the truck frame of locomotive AOK 5913 at Wilburton, Oklahoma. June 13, 2006. ©David Hóga IMJ18148

AOK - RAILROAD CAT WITH 9-LIVES

By: David Hoge

On June 13, 2006, I was photographing the front of an Arkansas and Oklahoma locomotive #5913, an old locomotive sitting dead in the railroad's yard at Wilburton, Oklahoma. About the time I was finishing up I heard meowing. I didn't think much of it, thinking it was cat I had seen earlier.

After climbing down from the locomotive I began to look around for the cat. Thinking it might be under the locomotive I started looking around the wheels and frame when I found a kitten with its head stuck through a hole in the truck frame of the locomotive. The kitten had climbed up through a space into the hollow frame and not being able to back out had stuck its head through another hole, thinking it could escape.

All I could see was the kitten's head. And the kitten couldn't get out. I went down to the railroad shops and asked for some oil thinking I could slide the kitten's head back into the hole. The oil didn't seem to do the trick as the kitten's head, shaped like an arrowhead made it difficult to back out of the hole.

Since that didn't work easily and I was worried that I would break her jaw if I pushed too hard, I went back to the shops to find a file. By this time Terry Blankenship who is a contractor for the railroad was there. He decided that grease would be better and that a file would never work anyway on the tough, thick steel.

We greased the kitten's neck and ears and around the hole. The two of us agreed that the only way out for the kitten was to push and if we killed her then that would be better than letting her starve to death, hanging by her neck in the hole.

I folded the kitten's ears down and pointed one side of her jaw into the hole. While Terry pulled on her legs, I pushed. In a few seconds we had the kitten free.

Covered in oil, grease and grime from the locomotive, AOK was just fine. After a bath and checkup at the vet's office in Sherwood, Arkansas, AOK the kitten will be living the life of luxury at our house at Woodson, Arkansas. The kitten is named after the reporting marks of the railroad.

David Hoge (davidhoge@mac.com)

The photographs on the cover and below show Arkansas and Oklahoma railroad contractor Terry Blankenship helping to rescue AOK the kitten from the truck frame.



AOK contractor Terry Blankenship helps rescue AOK the cat from the truck frame of locomotive AOK 5913 at Wilburton, Oklahoma, June 13, 2006. ©David Hoge

©AAR 2006



AOK the cat trapped in the truck frame of locomotive AOK 5913 at Wilburton, Oklahoma.
June 13, 2006. ©David Hoge IMJ16139



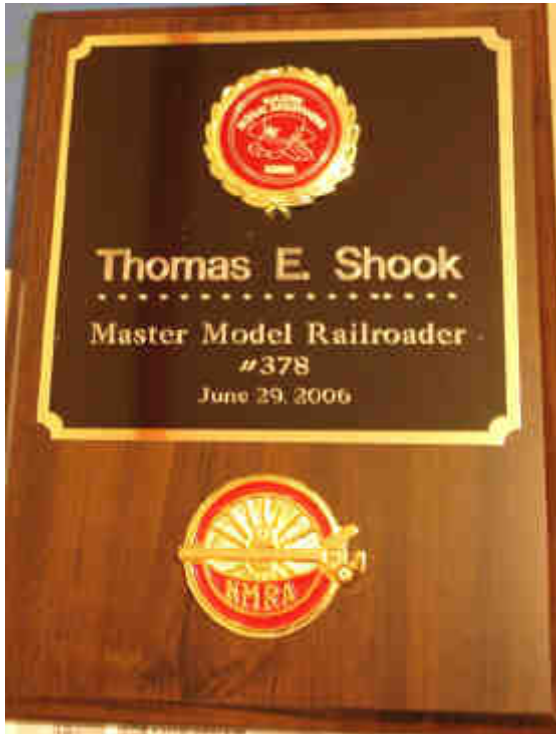
Common black, gray and white kitten for sale at the St. Louis Market Hotel in Grenville, Arkansas, June 13, 2006. Edward Hogg - BR/14189



Common black, gray and white kitten for sale at the St. Louis Market Hotel in Grenville, Arkansas, June 13, 2006. Edward Hogg - BR/14189



Missouri Pacific Train No. 232 (the Southern Scenic) displayed the distinctive "buzzsaw" tailsign on her observation-dining-parlor car as it stopped at Branson, Missouri in the summer of 1944. MoPac 4-6-2 No. 6442 was in the lead. (Gene Hull photo)



Master Model Railroader # 378 - TOM SHOOK

I, Thomas E. Shook (Tom), was a youth in the tank town of Cisco, Texas, along the Texas and Pacific Railroad, a main-line station in the hills about 100 miles west of Fort Worth. During the WWII era (1938-1944) I was ages 10 through 16, and enjoyed four passenger trains daily as they stopped for water, along with troop trains and heavy military freight shipments. The station agent, Mr. Pugh (3-11 shift), allowed me the opportunity to sell tickets, plan schedules for passengers out of the Railway Guide, receive telegrams, fire the coal stove in the station, etc. I also had the opportunity to listen to the dispatcher in Ft. Worth and recall the importance of the message “By Lancaster Yard, Ft. Worth,” for it was then we knew the exact time the Sunshine Special No. 1 would arrive and receive water and block ice for the Pullman (in five minutes! ! !). Also the T & P station was a joint station with the MKT “tin can line” from Stamford, TX to Waco, TX. and had a gas electric motor car due there also at 5 pm. The station had an interlocking plant so the agent was extremely busy writing and handling orders to a multitude of trains.

My first train was a blue-and-silver windup Bullet train manufactured by Marx. I had many cars, but also a chemistry set or two, and played in the band. I was 17 in 1945 and moved to Lubbock, TX where I was a chemistry and engineering major at Texas Tech. I was exposed to the ATSF.

I graduated from Texas Tech and went to graduate school at Oklahoma State until I was drafted into the Army in October, 1951. After basic I was sent to Pine Bluff Arsenal as a physical science research assistant and reassigned to the chemical warfare unit at Ft. Detrick, MD for one year. This started a 44 year career as a civilian supervising engineer-scientist with the Army material command. As a scientist I made many trips by train (Pullman) to Washington, Baltimore, California, etc., and upon retirement I found I had clocked over one million miles. What a life!

In 1965 I joined a new railroad club which met in Little Rock Union Station (MoPac) and became a charter member; I also joined the NMRA in 1965. I met many modelers of exceptional skill and a MMR, Paul Moon, started me on the way. The NMRA magazine was run by Cliff Towers, an exceptional person who put out a magazine that everyone looked forward to reading. I met him twice over the years; he was Mr. NMRA.

I married Betty Rice Shook in 1958, after completing graduate school in biochemistry at the University of Arkansas Medical Center. We had three children. She is now deceased and my current wife Margaret Shook and I are well known in model railroading circles. I have one step-daughter.

Paul Moon and I hosted three Mid-Continent Region conventions in Little Rock over the years and were associated with many fine modelers. My first certificate was in 1971, and I completed my last (structures) in June 2006. I would encourage others to be involved in the hobby and attend the conventions. Marty Vaughn, Patrick Harriman, and Richard Napper encouraged me to go for MMR. My railroad is now 1,000 square feet, started in about 1968, and is still under construction. The railroad is a DC cab operation that now has sound courtesy of Broadway Limited, Athearn, etc. Model railroading is a wonderful hobby and allows many opportunities to develop your skills.

I am a Presbyterian elder, an emeritus member of the American Chemical Society, Sigma Xi, Kappa Kappa Psi, and the Arkansas Railroad Club where I am the director of the Little Rock Chapter of the National Railway Historical Society. I have attended eight national conventions of NMRA, and many in the Mid-Continent Region. The second and third digits of my MMR #378 are also my age. Happy Railroading.

Tom has earned A.P Certificates in Cars, Structures, Civil Engineering, Electrical Engineering, Chief Dispatcher, Association Official, Association Volunteer, and Model Railroad Author.

REMEMBERING 11

P.B. Wooldridge

RULES AND REGULATIONS are made to be broken.

Back in the good old days beginning in late August the Cotton Belt would assemble all the empty box cars it could find, in preparation for the annual fall rush. Out on the Truman Branch it would fill every siding with empties, in anticipation of the fall harvest of cotton, soybeans, corn, wheat and oats, plus all our regular movements. They also filled the yard tracks at Gideon, Mo., and I had to classify each car as to its suitability for loading. Many of the cars were “dogs,” rough and beat up and in need of conditioning before loading, if not rejected.

At the height of this 3 month fall rush, Farmers Gin, a half mile from the depot, ordered 5 cars for bulk soybean loading. Soybean loading required a very tight car. I had very few soybean empties in the yard, but one Union Pacific box checked suitable and I listed it to the local to be spotted at Farmers Gin.

Later that day I checked Farmers Gin and discovered to my dismay that another UP mty, a “dog” had been spotted by mistake.

Gideon Anderson Lumber Co had its own switch engine, No 80, a gasoline engine. In a quandary I decided to break all the rules and regulations. So I approached Fred, the brakeman, and “Shine” the engineer, and gave each a \$1 bill.

With my heart in my throat and nearing a nervous breakdown, I lined the main line switch and headed Gideon Anderson Engine No 80 and the proper UP box car out on the Cotton Belt main line, hoping against hope that the Trainmaster and Homer, his motor car driver, wouldn't show up. In 30 minutes time the deed was done, but I sweated blood in the interim. The proper UP empty had been spotted for loading, and the “dog” had been shoved back into the yard.

All this was never known, but had it been all 6 members of the local crew would have been entitled to 100 miles pay, and I'm quite sure an Agent would have been severely demerited or even terminated.

That's the way it was back then, back about 1949. Today all this has disappeared, gone the way of progress.

A VISION OF THE PAST

Gene Hull

Recently, in the wee hours of the morning, I was resting in a deep, peaceful sleep - sleep which knits the raveled sleeve of care. Very faintly I was becoming aware that reality was beginning to assert itself. Then I knew I was not dreaming. My consciousness protested this invasion, but it was in vain.

Faintly the ticking of a clock and the pale glow of a night light made themselves known. As sleep faded, on the memory screen of my mind there was a scene, which I had not beheld in many years. There was no reason whatever for my mind to revive such a view.

I was looking at the old Missouri Pacific yard-office about 300 feet west of the Main Street viaduct in North Little Rock. I was standing on the south side of the double-track main line of the Arkansas Division and the lead track of the Hole Yard, which ran east-west. Immediately on my right was the old main line of the Little Rock & Ft. Smith Railroad which was laid in 1870. It was the main line of the Van Buren Sub-division of the Mo. Pac. It crossed the Arkansas Division main line at nearly a perpendicular angle and ran beneath the viaduct and about three-quarters of a mile to the north end of the Junction Bridge over the Arkansas River.

A few feet east of the Ft. Smith main line was the back side of Joe Engleberger's restaurant. This ancient two-story red brick building rose almost against the side of the viaduct. Obviously, this scene I was "seeing" was from the very early 1940s. On the north side of the yard tracks the Ft. Smith main line was blocked by a heavy gate built with two-inch pipe and elbow fittings. This gate was opened, blocking the Arkansas Division main lines to allow locomotives to cross toward the Smith Yard and East Little Rock south of the river.

The old, weatherbeaten yard office was a tall remnant of the North Little Rock passenger depot-freight house, built quite a while before 1920 by the St. Louis, Iron Mountain & Southern, which became part of the Missouri Pacific 1 June 1917.

The inside of the yard office was well worn, to judge it very kindly. There was a heavy coating of dust, dirt and engine smoke of about a half-century accumulation the last time I was inside in the fall of 1943. The inside was one big, undivided room, filled with a dozen or so large, heavy desks for a group of busy clerks. There was a loud, continuous clatter of a bank of automatic teletype machines, spitting out reams of waybills and various messages without the guidance of human hands. (Nothing but the latest inventions in communications).

Just inside the door, a handrail protected a large, cluttered desk, behind which Chief Clerk, Roy Files, reigned. One of his duties was calling train crews (conductors and brakemen) for duty. (Roy was a member of the Arkansas Railroad Club).

The "dreamy" vision passed quickly and I was awake and remembering instead of "seeing". I began recalling the fellows I had known and worked with. A few of the conductors were Amos Martin, Mickey Chivers, Frank Dukes, "Red" Thrasher, I.V. Brown, Joe Kennedy, Joe Cook, Charlie Howard, J.L. Vick, Roy Hamilton, Elmer Pope - several I can't recall. Some of the other brakemen were Elmer Atkins, Joe Ed Rice, "Dog" Folsom, Bud Carruthers, Charley Mena, "Heavy" Parker, Frank Hull (my brother). All on the Van Buren sub.

An uncomfortable thought interrupted the reverie - all these fellows have died. Why should I be remembering something that I was a part of so long ago? At least, I am able to remember.



Riding the M&NA ^{ROW}
From Elba to Arlberg, with a Side Trip to Lydalisk
by Jim Wakefield

Friend and fellow M&NA enthusiast Herb Prout has lived a few miles southwest and a few hundred feet uphill from Elba since 1946, having moved there just a few days before the September 6 strike shut down the railroad, and he seems to be friends with everyone in the vicinity. At Bernie Harville's suggestion, I asked Herb about arranging a trip along the Middle Fork of the Little Red River where the road on the old railroad right-of-way has been blocked by gates. (After hearing some stories from our host, I can understand why.) On Friday, July 7, Fred Fillers and I met Herb at his garage near Botkinburg along with his friends, "Cut" (Theodore) and Mary Jo Massery. We went eastward on Highway 110, then northward down the hill on Elba Road, which veers north-eastward a short distance from Elba since most of the town site is now fenced off.

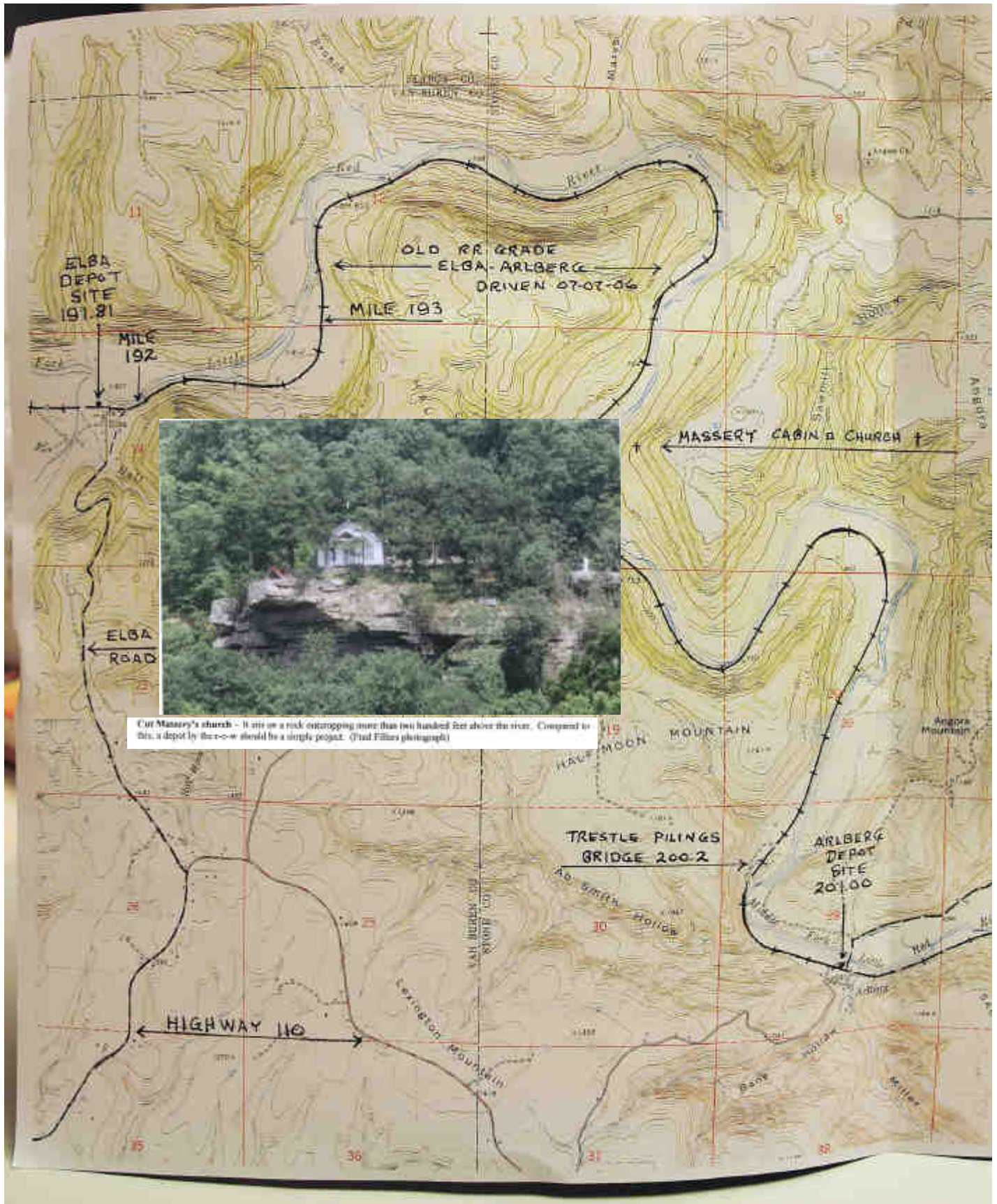
The road turned east on the railroad r-o-w very near M&NA mile 192, but it wasn't long before we encountered the first of several gates. Fortunately our hosts had keys for all of them. About five miles in, we came to their cabin which overlooks the right-of-way. It's about a third of a mile past the location Bernie marked as Barnett in the Winter 1990-91 *Oak Leaves* (pages 4-5). What a place to watch a train go by! If only we had been there sixty to ninety-eight years ago. Cut has built a church high up the bluff on the other side of the river. He also wants to build a depot by the r-o-w, so I gave him a copy of Tim Kubat's "Std. No. 3" depot plans along with my notes and measurements of the Pangburn depot made about forty years ago.

Herb, Fred and I left my minivan and joined Cut in his extended-cab pickup to continue the trip to Arlberg. Mary Jo and three of their grandkids switched to an ATV for the rest of the trip – on the railroad grade most of the time. There were a few places where the road veered to the side to bypass a trestle or a washed out culvert and, just before Arlberg, for unknown reason, in a broad flat pasture where the road is a few feet off the railroad r-o-w. Perhaps that part of the road was there when the railroad was. We were able to drive on the railroad grade almost the entire nine miles between Elba and Arlberg. The "Official Station List" that was in *Oak Leaves* a few years back showed the distance as exactly 9.00 miles; employee timetables showed 9.18 miles in 1914 and 9.19 miles in 1945. As the crow flies, the towns were only four miles apart.

We did not have access to the r-o-w beyond Arlberg so we crossed the Little Red to continue on public roads for about seven miles before crossing back to the railroad (south) side of the river at Lydalisk. It was a little under six miles from Arlberg to Lydalisk by railroad, or about three by crow. On this part of the trip, we were able to see hints of the "Collonades of the Little Red River". Just west of Lydalisk was half of a deck girder bridge still on its piers. The other half was taken out years ago, without the permission of the landowners, by people wanting sheet steel for some project. After returning the way we came, Cut took us up to his church, which offers spectacular views of the valley. His pickup just could navigate the "road" to the church in four-wheel drive, but access would have been far easier on the big Mexican burro he used to have for riding. Back down the hill, Herb, Fred and I returned to my minivan and followed Cut back to that first gate east of Elba.

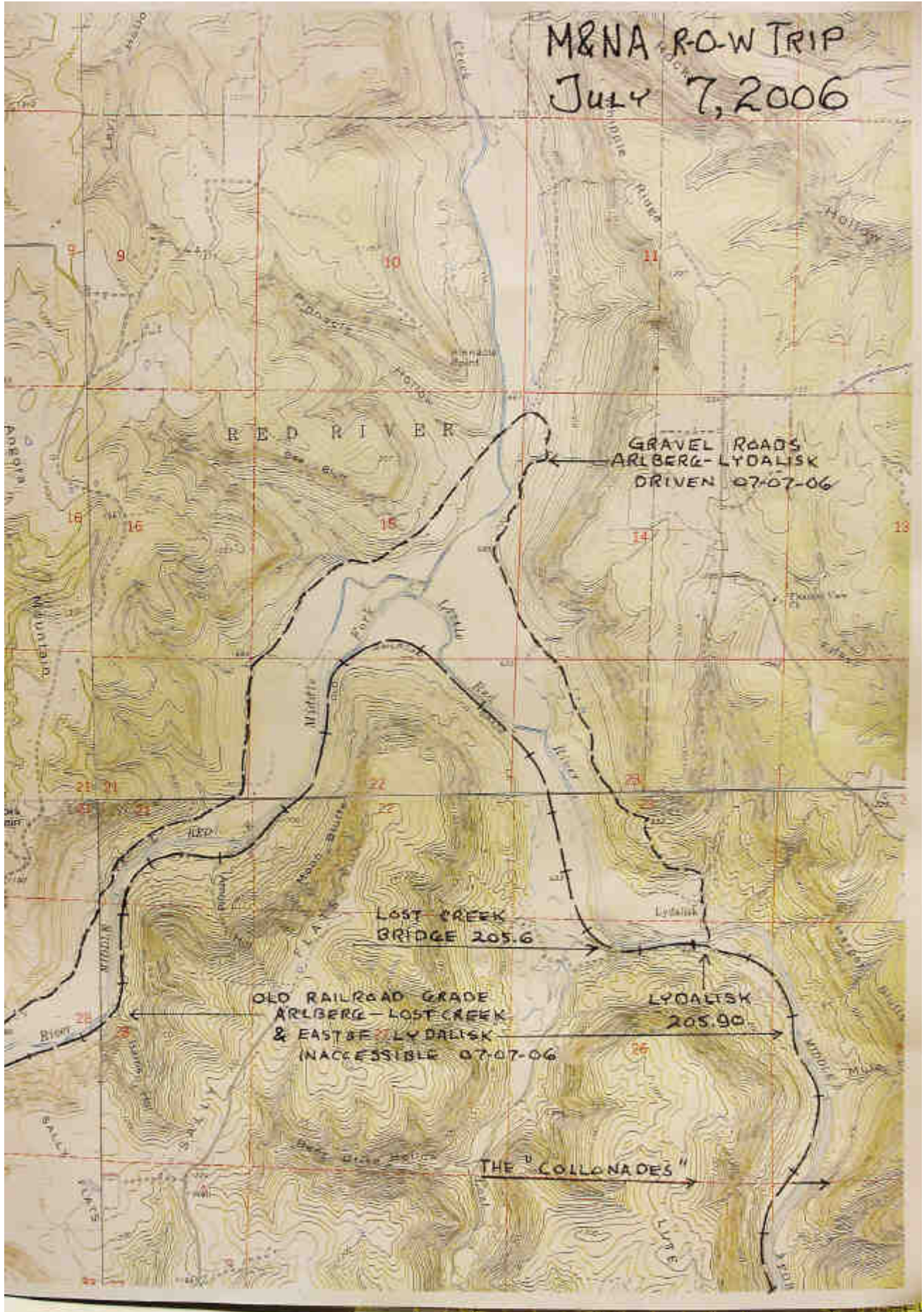
At Elba, we noticed the gate to the town site was open and a pickup truck near the end of "Main Street". Herb suggested we drive on in since he knows the owners as well. In the pickup were Hallie Dee Grisham (M&NA self-taught telegrapher Hallie Ormond's granddaughter) and a visiting cousin. Hallie Dee and her mother and brother are restoring some of the surviving structures at Elba, including the old boarding house/hotel which they make available for rental to families or groups. She gave us a brief tour of part of that structure and showed us some items including a family photo of the Elba depot, "circa unknown" (clothing styles suggest before WW-I), and an ICC valuation map of the M&NA from mile 189 to mile 193, including the town of Elba.

Thanks to Cut and Mary Jo Massery for guiding us to Arlberg and Lydalisk, to Hallie Dee Grisham for showing us a bit of Elba, and to Herb for introducing us.



Our Massery's church - It sits on a rock outcropping more than two hundred feet above the river. Compared to this, a depot by the r-o-w should be a simple project. (Fred Filmer photograph)

M&NA R.O.W TRIP
JULY 7, 2006





Old hotel at Elba (191.81), looking south – This would have been about the view from an M&NA train arriving southbound or leaving town northbound. The depot was a short distance to the left. (Fred Fillers photograph)

Fred Fillers photo



Milepost 191.91 looking east from treeline at R.O.W.
Jim Wakefield photo



East of Elba (about 192.5), looking east – Fred Fillers (left) and Herb Probst are walking down the center of the railroad grade about three-quarters of a mile east of Elba. The railroad continued curving left beyond the trees to go around the north end of Half Moon Mountain, which extends across the background.



East of Elba (about 192.6), looking east at Half Moon Mountain – I took the railroad about nine to ten miles to get around the mountain from Elba to Arburg. The straight line distance between them is only four miles.



View from Massery cabin (about 196.8), looking northwest – Viewed from the front yard of the Massery cabin, the railroad grade angles slightly downward across the center of the right two thirds of the photo.



View from Massery cabin (about 196.8), looking east – The railroad grade angles across the center of the picture. The bushes just right of center mark the location of a box car built from stacked stones. The church bell on the side of Angora Mountain by Cut Massery can be seen near the center of the upper half of the photo.



Trestle Remains (200.2), looking east – This same trestle was photographed by Leonard Sherman in the early 1970's (the mile location is from his notes), when some of the caps and traces of stringers remained. The large tree just beyond the pilings in the center appears to be three or four feet in diameter. In Leonard's photo, it looked smaller than the pilings and most of the other trees did not appear to be present at all.



Near Ab Smith Hollow (about 200.6), looking southeast – The right of way emerges from between the trees and passes through a tree (at spot A) being to just beyond the trees near the center. The mountains in the background is Saly Flats. After joining Arberg, the railroad turned northeast (left) to follow the river around the north end of the mountains, then southeast toward Lytle and Shirley.



Near Arberg (about 200.7), looking east – The railroad continued on a straight line to Arberg, angling from lower left straight toward the trees, but the unknown reason the road shifts right near the center to run just south of the right-of-way for a few hundred feet, until turning back to the grade just in time to cross a nearby filled-in steel box culvert before passing through the last gate before the town.



Lost Creek Bridge (205.6), looking southwest – Only the near side 60-foot girder remained; the other was "pouched" years ago. Crossed pile trestle approaches (photo 27' piers) south and two 12' piers) north) doubled the overall length of the bridge, which was 19 feet high. (Bridge details based on notes by Leonard Sherman)



Cannery ruins at Arberg (201.00) – This was once part of an orphanage's facilities.

We plan to take other trips to explore the M&NA plus other abandoned railroad rights-of-way in the state this Fall. If you'd like to go along, check with Jim Wakefield (501-664-0232) or Fred Fillers (501-821-2026) to see when we're going.

Except as noted, Jim Wakefield took the photos in this story (Fred Fillers has two and Jim the rest)

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 **regularly scheduled monthly meeting** of the Arkansas Railroad Club (*we now have a meeting EVERY month*) will be held **SUNDAY, OCTOBER 8, 2006, 2 PM** at our **NEW MEETING PLACE - Curtis H. Stout, Inc. off Cantrell in Little Rock**, in the same complex that has Cajun's Wharf (*see maps on the next two pages*). Douglas Harley, program to be determined, hopefully slides; it could be on the Arkansas Central.

FUTURE PROGRAMS: **November 12** - Arkansas & Missouri Railroad's Passenger Train Operations Manager Brenda Brown will give the November program. She will talk about A&M operations and is looking into a possible Spring 2007 freight train photo op. **December 9**, a Saturday, will be our annual Christmas party, this year back at the Adult Leisure Center, 6401 W 12th St, in Little Rock, from 5-7 p.m. Cost will be \$15. Let Treasurer Walter Walker (address above) know if you'll be attending and pay him the \$15 in advance if you can.

DEADLINE FOR NOVEMBER RAILROADER is our meeting date, October 8. Mailing date for this issue expected to be September 21. It has taken 7-14 days to get delivered in recent months, even across town here in North Little Rock. That's why I have such a long lead time to get it to the printer and get it mailed. Printing takes one week. I mailed the September issue on August 23, by the way.

MAILING PROBLEMS INCREASE - It's been taking longer and longer to get the bulk-rate-shipped *Arkansas* Railroaders delivered. This month it's taken 14-17 days in some areas, even locally here in North Little Rock. We use bulk, non-profit rates because they are only 27 cents per issue, for up to 3.3 ounces. First Class postage would cost a total of 87 cents for 3 ounces (*39 cents for the first ounce and 24 cents for each additional ounce*), or \$5.76 additional postage per member per year. Although I once separated those who wanted to pay first class postage from most others who preferred the slower non-profit mailings, I will NOT do that again because it made me separate the labels, which is way too much trouble.

As a result, taking 3 weeks from printer to delivery means **you may not always get the Railroader in time for the monthly meetings**. You will have to mark your calendars for the second Sundays of each month as meeting dates (except 3rd Sunday in May and no meeting in December). Sorry for the inconvenience. We can't afford to mail all of the *Railroaders* First Class, either.

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

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

Those of you reading the issues online but are not members are urged to join our club (\$20 a year local, \$22 additional if you want to join the NRHS too). The *Arkansas Railroaders* are expensive to produce since they have photos and 16 to 20 pages. Thanks.

MISSOURI PACIFIC HISTORICAL SOCIETY TO MEET IN LITTLE ROCK OCTOBER 6, 7, 2006 - NRHS

Director Tom Shook sent me the following invitation:

The registration fee is \$20. Location is Comfort Inn and Suites, 707 Interstate 30, Little Rock. Registration is Friday, Oct. 6 at 5:00 p.m., and clinics from 7:00 - 9:00 p.m. Saturday, Oct. 7, registration at 8:00 a.m., business meeting, and then clinics. Lunch break. Swap meet set-up, silent auction 1:00 - 3:30 p.m. Break. Clinics 4:30 - 5:30 p.m. Dinner break. Clinics 9-30 p.m., Silent Auction last. Arkansas Railroad Club members are welcome! (*See agenda in the September Arkansas Railroader*)



A couple of photos from the picnic we had at Peter Smykla, Jr.'s Paperton Junction Southern in Pine Bluff on September 2, 2006.

GEORGE SCHMIDT (Father and Son) - (Member Bios)

From George W. Schmidt (son)

I finally transcribed the bio of my Dad that was originally published in the May, 1986, issue of the *Arkansas Railroader*.

And, as you know, Dad is now living with my Sister, Margaret, in Holdrege, NE. He is about 2 blocks from the BNSF/AMTRAK main line and has a clear view of the trains from his chair. He is 92 years of age and is, however, in failing health.

One tidbit of additional information: His Papa, George H. Schmidt, was a car repairman for the Cotton Belt (SLSW) at Pine Bluff when he was 21 years old (about 1888) but was called back to the farm in Stuttgart.

As for myself, I have not worked for the railroad but, thanks to Dad, of course, I am an avid model railroader and railfan. My parvum opus is a 4 x 7 N Scale "Stuttgart, Memphis, and East Coast Railroad - The Rice Belt Route." My 13 year old Grandson, Dyllan Miller, and I are both members of NMRA and the local club. And, yes, I had (Marx) trains when I was growing up. I ran them well into my teenage years and still have them. They are among my priceless possessions and are proudly displayed in my train room.

My three most memorable trips were riding the Sunset Limited from Houston to LA in 1958 (I was in the Navy enroute to San Diego); Riding the Frisco and UP from Memphis to Denver in 1966 when I returned home from Vietnam (my wife, two kids, and I went to see Mom and Dad in Denver); and riding behind Norfolk and Western J 611 in 1986 when Mom and Dad were visiting Virginia Beach.

I have been a member of the Arkansas RR Club since 1988 and, whenever possible, I try to schedule my visits to Arkansas so I can attend the meetings. I was two 1/2 and my Sister, Margaret, was only 1 month old when Dad joined the MoPac.

George W. Schmidt, Virginia Beach, VA

Here's the biographical information on my father, George Schmidt, now living in Holdrege, Nebraska.

Biographical sketch of George Schmidt as published in Arkansas Railroader, May 1986.

NAME – George Schmidt; RAILROAD – Missouri Pacific; POSITION – Fireman; PERIOD OF SERVICE – November 1942 to November 1943; LOCATIONS – Texarkana (Hostler’s Helper), Helena (Switch Engine), Memphis (Extra Board). COMMENTS:

I grew up on a farm west of Stuttgart near the Cotton Belt main line. Of course each time a train passed it had to have inspection, engine number, number of cars, oil or coal burner, etc.

My first train ride was on old “Judy” from Stuttgart to Gillett. I remember she was pulled by a 4-4-0 similar to #129 shown on page 48 of Cotton Belt Locomotives. The consist was a baggage car, combination Jim Crow and smoking car and a regular coach, complete with coal stove and kerosene lamps.

In November 1942, while working at International Harvester Co. in Little Rock, I came home from work one evening, somewhat disgusted with my job and told Polly that for two cents I would go on the railroad. She jokingly handed me two pennies and that did it. The next morning I was at the Master Mechanic’s office in North Little Rock. He said “bring me your birth certificate and high school diploma and I will talk to you.” I scrounged these up, took the rules test and physical and got my letter for student trips.

My first try was on Switch Engine #9785. I managed to get a few scoops of coal into the firebox so the engineer signed my letter. First road engine was T&P #518, an oil burner, - piece of cake. The engineer signed for me at Gurdon so I hit a run from Gurdon to Monroe. Fireboy wouldn’t let me touch anything so I got off at Camden. The engineer did sign that I rode the engine. Next trip was to Poplar Bluff. The fireman was a good guy and told me to take over. He said if you foul up the fire we’ll just unfoul it.” Of course those weren’t the exact words he used but I think you get the drift. On the return trip, I learned a valuable lesson while coaling the engine at Bald Knob. Never stand on the coal pile while pulling the coal chute chain. The coal hit my feet and several tons and I went to the bottom of the tender.

Finally made the board and was assigned to Texarkana as hostler helper. Elmer Youngblood was my hostler and I never forgot his patience with this greenhorn. Had only worked a week or two when I pulled the pin between the tender of a 1500 and an oil car. Only when a geyser about like old faithful in Yellowstone erupted did I discover that I had unhooked a water car. And, of course, who was there watching the whole thing but Mr. Long, the roundhouse foreman.

Had quite a few experiences in the yard, but one I especially remember. We were taking a T&P 700 passenger engine to the house and for some reason I was on the gangway step instead of at the back of the tender. As we were backing I happened to look down and saw the trailing truck taking off on the wrong rail in a turnout. I yelled and Hearn, my hostler, hit the air. The drivers didn’t derail but we were accused of running a switch. I shined my flashlight under the engine and discovered the trailing truck axle had sheared off next to the left wheel. I guess the Good Lord had made it hang together to the end of the run.

In the spring of 1943 I decided I wanted some firing experience so I bid in a switch engine at Helena. Worked swing shift and had old 9458. She was as cantankerous as could be and rode so rough that we immediately named her “Gallop Gertie.” You had to fire her just a certain way or she wouldn’t steam for heck. It was always a treat to me when she was being serviced and we could use 9406 or road engine 454 which was normally used on the local.

Had several engineers but remember one who was so wild that I was almost afraid to ride with him. One night the brake rigging on old Gertie broke down so we got her to the house and took 9406. He took a 10 MPH turnout at about 20 and the next thing we knew we were bouncing along the ties. We stopped with the front end nosing down. He seemed to be in a daze and asked me what had happened. I quickly threw on his injector to be sure the crown sheet got covered and then explained to him that we were on the ground. Of course the roundhouse foreman complimented us on our feat of tearing up two engines in one night.

I finally decided I wanted some road experience, so I signed on the extra board out of Memphis. On my first trip out, the 1200 I was firing laid down and played “dead doggie” about three-fourths up the Harahan Bridge. I had short fired it so bad that the front of the grates was bare. I had told the engineer it was my first trip and he was very good natured and helpful about it. He spread the fire for me and we were ready with a good head of steam when the yard goat butted us over the hump.

My most humorous experience was one night pulling 8 loads of soldiers out of Little Rock. We were just clearing Baring Cross bridge when “tweet, tweet” – stop at once. We stopped and here comes the Brakie – “What the h--- you stop for?” “You whistled us down.” “No we didn’t.” Well, must have been one of those drunken soldiers. It was raining cats and dogs as the old saying goes and he didn’t appreciate one bit having to slosh along the train in it. Started up again, were just getting up speed out of the yards when “tweet, tweet” - here we go again. Well, rules is rules, hit the air. You can imagine the Brakie’s mood this time. He wasn’t mad at us because he knew we had to stop but you can imagine what he was saying. This time he told us to look back if we hear the whistle and if there wasn’t a confirming lantern signal from a vestibule just keep on going. Whoever it was played a tune on that whistle almost to Bald Knob before he apparently gave up and went to sleep. In the meantime we almost wore out our necks watching track and vestibules.

Finally, in response to requests by International Harvester, I went back to them and finished World War Two as truck parts expediter for the various defense plants in the area. However, I never did lose my love for the railroads and wished many times I hadn’t given up my fireman’s rights.

NEW MEETING PLACE!

Our new meeting place will be the modern conference room at CURTIS H. STOUT, INC (where Arkansas Railroad Club's John Hodkin, Jr. works). It's located off Cantrell Road in Little Rock in the row of buildings that has Cajun's Wharf Restaurant. To get there: 1) Turn right off Cantrell and cross the LRWN tracks. 2) Curve slightly right, then left, and go straight between Buildings 2 and 3 to the Cajun's Wharf parking lot. 3) Go right through the parking lot to the end of the row of buildings. 4) Our meeting place is located in Building 4. Park to the right (east) of this building. You'll see the Arkansas River and you'll be right in front of the entrance.

If you have trouble, call John Hodkin on his cell phone: 501-993-0616. I put some maps below. The physical address is 2400 Cantrell Rd Suite 100, Little Rock.



WANTED - FOR SALE OR TRADE

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

FOR SALE – *Amtrak in the Heartland*,” a book by Craig Sanders. The press release says it’s a comprehensive history of Amtrak trains and services that served the nation’s heartland.” Mr. Sanders noted that Arkansas Railroad Club members might be interested in the chapter devoted to Amtrak trains that linked Chicago and Texas, including the *Texas Eagle*, the only Amtrak train ever to serve Arkansas (called the *Inter American* for years).

The book includes more than 140 black-and-white photos of Amtrak equipment, locomotives, stations and more, plus three route maps. The book covers the historical roots of all routes and traces Amtrak routes from the first day of service through 2005.

I could not find a price, but you can order a copy from Indiana University Press, 601 N Morton St, Bloomington IN 47404. Mr. Sanders can be contacted at 216-371-3294, csanders429@aol.com. (Note – I have not read the book – Ken Ziegenbein, editor)

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

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings. Also remember that there are sometimes many follow-ups on these first-time notices so if you want to keep up with any particular abandonment, check the Surface Transportation Board’s site and use the Docket Numbers to search.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

NORFOLK SOUTHERN RAILWAY CO. – To abandon a 12.22-mile line of railroad between milepost TP 14.69 at Blue Creek, and milepost TP 26.91 at Acup (Sanderson), in Kanawha County, WV. Effective on September 14, 2006. (STB Docket No. AB-290 (Sub-No. 267X), decided August 7, served August 15, 2006)

PENNSYLVANIA - READING BLUE MOUNTAIN AND NORTHERN RAILROAD COMPANY – To abandon a 1.2-mile portion of its Minersville Running Track, extending from milepost 7.6 to milepost 8.8, in Norwegian and Cass Townships, in Schuylkill County, PA. Effective on September 20, 2006. (STB Docket No. AB-996X, decided August 14, served August 21, 2006)

PENNSYLVANIA - CSX – To abandon a 0.26-mile line of railroad on its Northern Region, Baltimore Division (South Jersey CSAO), Delaware Extension, from milepost 6.27 to the end of track at milepost 6.53, known as Pier 124 Track in Philadelphia, Philadelphia County, PA. Effective on September 26, 2006. (STB Docket No. AB-55 (Sub-No. 657X, decided August 18, served August 25, 2006)

COLORADO – BNSF – To abandon a 1.13-mile line of railroad extending between milepost 36.72 and milepost 35.59, near Longmont, in Boulder County, CO. Effective on September 30, 2006. (STB Docket No. AB-6 (Sub-No. 442X), decided August 23, served August 31, 2006)

MINNESOTA - MINNESOTA NORTHERN RAILROAD, INC – To abandon a 17.0-mile portion of its Ada Subdivision between milepost 64.0, south of Beltrami, and the end of the line at milepost 47.0, south of Ada, in Polk and Norman Counties, MN. A final decision will be issued by December 4, 2006. (STB Docket No. AB-497 (Sub-No. 3X), decided August 28, served September 5, 2006)



CONGRATULATIONS TO UNION PACIFIC EMPLOYEE CLUB No. 54 IN NORTH LITTLE ROCK!

On August 9, 2006, various Union Pacific Employee Clubs were recognized in the 82nd annual Union Pacific Club convention in Council Bluff, Iowa. During 2005-06, local UP Employee Clubs collectively raised \$188,000 for charities throughout the UP system. Members donated 169,000 hours of their own time, drove more than 336,000 miles and donated \$110,000 of their own funds to perform community service projects.

The UP Employees Club in North Little Rock (No. 54) won the following awards: 1) LBA Award, in honor of Lyle B. Ackerst, awarded to clubs for the most creative and effective hand-drawn poster promoting the club's events: **FIRST PLACE**. 2) O/L Club Recognition Award, presented to the clubs that make the greatest effort to promote Operation Lifesaver: **FIRST PLACE**.

3) Charity Award-Total, presented to the clubs that raised the most money through club events and donated it to the club's local charity or the Friend-To-Friend network: **FIRST PLACE**. 4) Community Service, presented to the clubs with the most hours, miles driven and money people have paid out of their own pockets to do community service: **SECOND PLACE**.

GENERAL RAIL NEWS

DART LAUNCHES CONSTRUCTION ON SYSTEM EXPANSION

Dallas Area Rapid Transit (DART) recently began a construction project that will more than double the agency's light-rail system to 93 miles by 2018. DART is building the \$1.7 billion Green Line, which will extend 27.7 miles southeast of Dallas from Pleasant Grove to Carrollton. During the next two years, DART will demolish the Deep Ellum Tunnel, and build a rail line and Deep Ellum Station in the median of the Good-Latimer Expressway.

Construction already is under way on the Deep Ellum Station, as well as the Baylor, Fair Park and MLK stations, which are scheduled to be complete by September 2009. When the entire Green Line is complete in 2010, it will serve Deep Ellum, Baylor University Medical Center, Fair Park, Victory Park, the Dallas Market Center the UT Southwestern Medical District, Love Field Airport, and the cities of Farmers Branch and Carrollton.

The agency also expects to open the Orange Line from northwest Dallas to the Las Colinas Urban Center in North Irving in 2011; an Orange Line extension to DFW International Airport in 2013; a Blue Line extension from Garland to Rowlett in 2010; a second Blue Line extension to Interstate 20 in 2018; and a second rail line in the Dallas Central Business District in 2013. (*Progressive Railroading September 6, 2006 via Don Weis*)

NASHVILLE'S MUSIC CITY STAR COMMUTER-RAIL LINE TO DEBUT IN MID-SEPTEMBER

On Sept. 18, the Regional Transportation Authority (RTA) will launch service on the Music City Star, a 32-mile commuter-rail corridor linking Nashville and Lebanon, Tenn.

Trains will operate along existing Nashville and Eastern Railroad Authority tracks. RTA spent about \$40 million to install continuous-welded rail, replace ties, upgrade crossings, align track and install a new signal system. The five-station line is expected to average 1,300 passengers daily. (*Via Don Weis*)

D&SNG EYEING TEXAS STATE RAILROAD/OTHERS

Al Harper of American Heritage Railways, owner of the Durango & Silverton Narrow Gauge Railroad, is looking into expansion of his real-life railroad empire. The owner of Durango & Silverton Narrow Gauge Railroad owns another railroad and a ghost town in North Carolina. He's pursuing deals to operate tourist railroads in Nevada and Texas. And he plans to build a railroad park on 12 acres in the Animas Valley and an 80-room hotel in downtown Durango, Colorado.

Harper has ambitious development plans beyond his train depot on the south end of downtown. He wants to build a railroad park on 12 acres he has purchased in the Animas Valley, just south of Val-Air Gliderport. The park would include a "wye" to turn the train around. It would give Harper the ability to run short trips from Durango on child-friendly trains such as Polar Express, Thomas the Tank Engine and Smokey Bear Adventure.

Harper frames the park as vital to his efforts to interest children in trains, a mode of transportation from a bygone era. "Children today don't ride trains," he said. Polar Express drew 11,000 riders in December and Thomas the Tank Engine attracted 7,000 in June, Harper said.

Another project in the works is the Railroad Mountain Inn Hotel in Durango, a proposed 80-room lodge that would sit on railroad property west of the train station. Early plans show a pool and clock tower. The hotel is an attempt to wring more money out of visitors to the railroad, which is not particularly profitable on its own, Harper said.

Harper has long owned businesses in other Sun Belt states. Only months after buying Durango's historic tourist train in 1998, Harper added another, purchasing Great Smoky Mountains Railroad, based in Bryson City, N.C. He and his wife own 100 percent of the stock of both railroads. More recently, Harper branched out to a tourist operation not involving track and steam. On Aug. 15, he purchased Maggie Valley Ghost Town, near his North Carolina railroad. Harper aims to turn around the tourist park, which closed in 2001.

Harper also wants to add to his railroad portfolio. Some 2,450 miles from his Smoky Mountain operations, Harper is vying to operate the Virginia & Truckee Railroad in western Nevada. The state of Nevada is working to rebuild the historic railway, and Harper has submitted his qualifications to operate it.

As if that weren't enough, Harper has launched a bid to take over Texas State Railroad, a historic train that runs from Rusk to Palestine in eastern Texas. "We've made a proposal and are working to see if it can be saved," Harper said. "I believe we could do something for Texas and railroad history."

The railroad has sustained budget cuts and could become a static display unless someone intervenes, its Web site says. Work to save the railroad has just begun, said Steve Presley, chairman of the task force charged with keeping it alive. The railroad could be sold to Harper or someone else to own or operate. Or it could remain in the hands of Texas taxpayers as a static display. "We don't really know exactly what's going to transpire," Presley said. But he said he was impressed with Harper's company. "We would be pleased to have them as a partner in our communities here," Presley said. (*From the Durango Herald, September 5, 2006*)

PHOTOS BANNED, THEN NOT BANNED

(Chicago) – On August 16, 2006, Union Pacific Railroad issued a photo ban on Chicago's Metra commuter rail platforms in Chicago. "We recognize that railroad fans can be our eyes and ears out there," said UP spokesman Mark Davis. "But we live in different times. The number one concern for Union Pacific is the safety of everyone. Right now, and since 9/11, security has been heightened and increased. This is part of that effort." Davis added that, "This stuff about UP not liking railfans is not true. But we have to be as safe and secure as we can."

Then on August 28, UP clarified the ban to once again allow train enthusiasts to continue taking pictures. The new policy will allow photos, but suspicious activity would also allow any employee to question the photographer. (*I've also heard that a recent ban on photographing trains in Italy has also been lifted due to the many cell phone cameras now in use – it was too hard to enforce the ban – KZ*)

LICENSING INCOME SUPPORTS UNION PACIFIC HISTORY

(Union Pacific Press Release) – On August 1, 2006, Union Pacific issued the following press release: "Union Pacific's trademark licensing program protects the integrity of the names and trademarks owned by Union Pacific by controlling commercial use of those marks. As a result of growth in the program and in response to suggestions from model railroaders and railroad historical societies, Union Pacific will allocate income generated by the licensing program to support UP's Heritage programs, including the railroad's steam program, heritage passenger fleet and museum.

Union Pacific's commitment to preserve railroad history began in the 1920s when UP President Carl Gray called on employees and retirees to help create the Union Pacific Museum.

"President Gray's foresight created the oldest corporate museum in the nation and laid the foundation for Union Pacific's longstanding commitment to preserving railroad heritage," said Bob Turner, senior vice president – Corporate Relations. "Union Pacific has moved far beyond the museum envisioned by President Gray. We now maintain the most prestigious operating steam program in the nation, an unsurpassed fleet of historic passenger cars, and six new heritage locomotives painted to honor legendary railroads."

Union Pacific has licensed dozens of manufacturers to produce and distribute items bearing the company's trademarks, includ-

ing Union Pacific products that are available at retailers including Urban Outfitters, Wal-Mart and Target."

Union Pacific also said they had job openings: "Currently, Union Pacific has job openings at many locations throughout its 23-state operating system. Opportunities are available in train service, skilled disciplines (e.g., diesel mechanics and electricians) and management. Interested applicants are encouraged to visit www.up.com and click on "Jobs at UP."

NEW RAIL LINE CONSTRUCTION AUTHORITY

(South Dakota and other Midwest states, August 22, 2006) – It's almost unheard of for new railroad construction these days, but this potential building project to construct a new rail line to the Power River Basin coal fields sounded interesting. This was obtained from the Surface Transportation Board (STB):

"Wyoming Dakota Railroad Properties, Inc. (WDR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 and 49 CFR 1150.35 to acquire the authority granted to Dakota, Minnesota & Eastern Railroad Corporation (DM&E) to construct and operate some 280 miles of rail line.[1] Specifically, the lines authorized for construction and operation include: (1) a 262.03-mile rail line extending from a point near Wasta, SD, to connect with 11 coal mines located south of Gillette, WY, in the Powder River Basin; (2) a 13.31-mile rail line in the Mankato, MN area; and (3) a 2.94-mile rail line near Owatonna, MN.[2]

WDR is a newly created subsidiary of Cedar American Rail Holdings, Inc. (CARH), a subsidiary of DM&E.[3] WDR explains that utilizing a separate company from DM&E to build and operate the new rail lines will enhance financing options for the project and create options to limit the risk to DM&E's shareholders. The subsidiary further explains that substituting it for DM&E will not alter the nature, effect, or implementation of the construction project as previously considered and approved by the Board. Moreover, WDRPI claims that it will comply with all environmental conditions and other legal requirements pertaining to the construction.

Pursuant to 49 CFR 1150.35(a), a noncarrier must comply with the notice requirements of 49 CFR 1150.32(e). The Board granted WDR's petition for waiver of these requirements in a decision served on August 14, 2006, and effective on August 24, 2006. In that same decision, the Board denied petitions for revocation of this exemption and lifted a June 19, 2006 housekeeping stay of the effectiveness of the instant exemption and the exemption sought in STB Finance Docket No. 34872. Although the instant exemption will thus be effective on August 24, 2006, WDR expects to commence construction of the subject rail line upon finalization of financing arrangements, and to **commence operations on the line during 2009.**"

REMEMBER THE WHITE 'DEATH TRAIN'?

From 1951 through 1987, the government shipped Navy nuclear weapons by rail to protect the deadly cargo inside. These trainloads of weapons were in Pantex (*who built the weapons*) white cars and were often protested as they went across the country. Well, in August 2006, these no longer used cars were moved to the Amarillo, Texas Railroad Museum, where they are to be repainted in their white colors.

The museum's train has the last remaining safe-secure railcar, a red, heavily armored car that transported warheads. Back when they were transporting these warheads, escort coaches carried specially trained crews that kept a close eye on the train as it traveled. One of the coaches had bunks to sleep 8, a full kitchen, bulletproof windows and protected gun turrets to fire on would-be attackers. All these cars will

eventually be open to the public, but not yet. (*Houston Chronicle, August 6, 2006 via Dan Bar, Jr.*)

STOCK PRICES FIRST-INVESTING IN THE FUTURE NEVER

This is basically what a stock broker said in Business Week July 24 about BNSF's major investments to upgrade its tracks (like double-tracking most of its 2,200 mile Chicago to Los Angeles track, cutting off about a days travel for its intermodal freight). BNSF stocks had fallen 13 percent during the past 3 months because of the added infrastructure spending, but had risen 250 percent over the last 5 years. BNSF's profits doubled at the same time, to \$1.5 billion. This broker told his clients to sell railroad stock because of this investment. He also said a 'rational' company wouldn't invest a dime. (*Gee...short term gains, long term loses. I guess all that counts these days is the current stock prices TODAY, never mind investing in the future. I think they worry too much. You can't run trains on ballast alone. – KZ*)

“IT’S NOT YOUR GRANDFATHER’S RAILROAD”

This is a quote from CSX spokeswoman Meg Scheu in the August 6, 2006 *Houston Chronicle* sent in by Dan Barr, Jr. It had to do with a story about railroads in the midst of a hiring boom. CSX said it will hire 1,800 conductors this year alone. Most of the increase has come from overseas intermodal shipments.

The article also said that the CSX training program starts with a physical test: picking up a 70-pound metal 'knuckle' used to connect cars and squeezing through tight locomotives doorways. The applicants also have to spend 4 minutes hanging on a ladder.

INVESTORS BUY KATY BUILDING

(*Dallas, Texas*) – One of Dallas' oldest office buildings has a new owner. The landmark Katy Building, located downtown at Market and Commerce Streets, was purchased by local investors. Built in 1912, the 8-story building housed the corporate offices of the Missouri, Kansas & Texas Railway (Katy). The building was remodeled in the late 1970s.

It contains 57,000 square feet and is valued at \$2.4 million. The building has long been a favorite of Dallas preservationists. It was designed by H.A. Overbeck. The new owners will keep the building as office space, catering to legal firms that need to be close to the courthouse across the street. There will also be some retail shops on the street level.

AMTRAK NEWS

LETTER TO UNION PACIFIC

On August 4, 2006, a letter was written by Amtrak to Union Pacific complaining about the poor on-time performance of long-distance trains run on Union Pacific tracks. Among the interesting things in the letter were: 1) In July, 97% of the long-distance trains operated primarily on UP arrived late. Even more amazing is the degree of lateness: 84% of long-distance trains arrived more than 2 hours late, 74% more than 3 hours late, and 66% more than 4 hours late. 2) The vast majority of delays are from causes attributable to UP--nearly 90% of all delays incurred by Amtrak trains operating on UP in July.

3) UP's encroachment on Amtrak's contractual and statutory rights reached a point this Spring where Amtrak had to initiate a contract arbitration over our right to operate, in which Amtrak prevailed by a unanimous 3-0 vote of the arbitrators. 4) The responsibility for operating Amtrak trains with minimal delay over UP rail lines is clear in both federal law and in UP's operating agreement with Amtrak. (*Time will tell what happens. The letter also thanked UP for investing in some of the slow-order problem areas, but said that work was only on a small portion of the routes*)

NEW AMTRAK PRESIDENT ANNOUNCED

(*August 29, 2006*) – “The Amtrak Board of Directors today appointed Alexander Kummant as President and CEO. The veteran railroad and industrial executive will assume duties September 12.

Kummant previously served as a Regional Vice President of the Union Pacific Railroad, overseeing 6,000 transportation, engineering, construction, mechanical, and other employees supporting an 8,000-mile rail network. He also served as the Union Pacific's Vice President and General Manager of Industrial Products, a \$2 billion revenue business. In leading both units, Kummant was responsible for substantially improved customer service, on-time delivery of

client products, and significant gains in financial and operational performance.

Additionally at Union Pacific, Kummant held the role of Vice President of Premium Operations, overseeing the intermodal and automotive network performance.

Most recently, Kummant served as the Executive Vice President and Chief Marketing Officer of Komatsu America Corporation, a division of the second largest supplier of construction equipment worldwide. He has a continuing record as an adaptable change agent in diverse environments.

Kummant's first job on the railroad came at age 18 in Lorain, Ohio, working on a track crew for the Lake Terminal Railroad at the U.S. Steel Lorain Works. "Alex Kummant has the outstanding credentials and experience to lead a changing Amtrak that is more customer-focused and fiscally responsible," said Amtrak Chairman David M. Laney. "His appointment fulfills the board's commitment to select an extraordinarily strong and capable leader for Amtrak's future, building on the **growing national desire for more and improved passenger rail service.**" (*Emphasis mine – KZ*)

Kummant fills a position that has been held by David J. Hughes on an interim basis since November 2005. Formerly Chief Engineer of Amtrak, Hughes will continue to serve with the railroad in a yet to be specified capacity. "For the past nine months, David Hughes has stepped in and performed exceptionally in leading our strategic reforms and operational improvements," said Laney. "On behalf of the Amtrak Board of Directors, he has our deepest admiration and respect, and we are delighted that he will continue to play an important role in Amtrak's future."

A native of Ohio, Kummant holds a B.S. degree in mechanical engineering from Case Western Reserve University, a

Master's degree in manufacturing engineering from Carnegie Mellon University and an M.B.A. from Stanford University. **He is married to Kathleen Regan Kummant, a former senior executive with the Santa Fe and BNSF railroads.** (*Emphasis mine – maybe his wife, who used to work for the Santa Fe, will help him try to work with UP to improve on-time performance, since the old Santa Fe rarely ran late passenger trains.*)

In an interview with newspapers, Kummant said that the nation needs a vision for its rail system, one that can safely support freight and passenger trains. "The national rail network has a finite capacity, and yet there has been no national dialogue about the capacity of the nation's freight system."

Kummant said federal matching funds are available to states for highways but not for rails. It's logical that states would spend more money on roads than rails, but the states and federal government also must consider the future of the nation's rail network in the context of both freight and passengers, he said. "We can't have a national dialogue about passenger rail without talking about the capacity of the freight system. They're running record volume," Kummant said. "We need a national, open dialogue; we need to talk more about public and private financing and the capacity of our rail network and infrastructure."

"People talk about (Amtrak) losses, but without splitting the capital spending out from the operational dollars. Infrastructure dollars can hardly be characterized as losses," Kummant said. For Amtrak's debt, Kummant said, "the numbers, relative to the federal budget, are not huge numbers. My first thrust will be clarity in the dialogue." (*For what it's worth, I think this is a positive statement – KZ*)

TRAINS ANSWER TO INCREASING ROAD TIE-UPS

According to an editorial in a Baltimore newspaper on August 9 by Rush Loving Jr. trains are the answer to increased highway congestion. Mr. Loving is a former associate editor of Fortune magazine and the author of *The Men Who Loved Trains*, just published by Indiana University Press.

Here are some of the highlights of his article: 1) This country is facing a transportation crisis. Although most people do not realize it, a jammed transport system can seriously impair the nation's economy. Our leaders worry for good reason about the possible impact on America of terrorists, but they fail to recognize that growing highway congestion can also wreak serious damage.

2) The tie-ups grow longer each year. The Texas Transportation Institute estimates that the cost of traffic congestion grew by 469 percent between 1982 and 2003. It now totals \$60 BILLION annually in lost productivity and lost time. 3) Experience has

shown that building more highways only attracts more traffic. The major solution is the railroads. They are both the most fuel-efficient mode of transport and the most environmentally friendly. Congestion, combined with labor and fuel savings, is already causing many truckers to divert trailers and containers going more than 300 miles to intermodal trains, which are operated by investor-owned freight railroads. More trucking companies need to move to rail, for both long and short hauls. **Each time a fully loaded container train leaves the yard, it diverts 280 trucks from the highways.**

4) It is equally important that people be diverted to rail, as well, and that's where Amtrak, our national passenger-train system, comes in. Besides easing highway congestion, a **viable** intercity passenger-train network can provide a crucial alternative, in case highways and airports are closed in some natural or man-made catastrophe. Some argue that motorists should fly, but rising plane fares, lack of amenities, and dependable service make the airlines a grim alternative. Recently, thanks to delays and cancellations, it took me nearly 12 hours to fly from Jacksonville to Washington -- a trip that would have taken only two hours longer in the comfort of a railroad sleeping car.

TRAGIC NATURAL DEATH ON THE CALIFORNIA ZEPHYR

(September 4, 2006) - A couple had been traveling west on Amtrak Train 5 (*California Zephyr*) but had detrained in Colorado because one of them, with terminal cancer, had become very ill. They then booked a return trip to Chicago on Trains 6 on September 4, during which time the ill passenger died. The deceased's daughter intentionally didn't want to tell anyone about it, to avoid having the remains removed from the train prior to Chicago; she took all meals in the Sleeping Car room; and told crew members that the dead passenger was "asleep." On approaching Chicago, the companion made a cell phone call to request that their funeral director meet the train and remove the remains. The funeral director then called Amtrak to check on the train's arrival time (it was over two hours late), and only then did anyone else know that the passenger was dead.

Daniel Stepanovich, 80, of Hammond, Illinois was pronounced dead at 12:05 a.m. Tuesday, September 5, about seven hours after the train pulled into Union Station, according to Chicago police. Stepanovich, who died from heart disease and cancer, according to the Cook County medical examiner, passed away about 15 hours earlier in Glenwood Springs, Colo.



EVENTS OF OTHER ORGANIZATIONS

COLORADO - SOUTHERN APPALACHIA RAILWAY MUSEUM - TRAIN TRIP ANNOUNCEMENT - October 28-29, 2006 (*Club member Bart Jennings is in charge of these trips*)

**-SAN LUIS & RIO GRANDE RAILROAD-
-SAN LUIS CENTRAL RAILROAD-
SAN LUIS AND SAN JUAN EXPRESS ROUTES
"THE POTATO LINE"**

TWO DAYS OF COLORADO RAILROADING!

Come ride with the Southern Appalachia Railway Museum on one of our annual rare mileage train rides, this year covering trackage once operated by the Denver & Rio Grande Western, and the San Luis Central's Potato Line! Hurry, seating is limited.

DETAILED TRIP SCHEDULE:

****Saturday, October 28, 2006** - Almost 250 miles of riding! We start the day riding from Alamosa to near Walsenburg over historic La Veta Pass. Upon our return, we head south for a trip to Antonito and then west to Monte Vista. The train departs Alamosa at 7:00am. Estimated return to Alamosa is 6:00pm. Cost is \$110 per person.

****Sunday, October 29, 2006** - We ride the San Luis Central between Monte Vista and Center, Colorado. We depart the railroad interchange at Monte Vista at 8:00am and return about noon. Cost is \$35 per person.

EQUIPMENT AND SEATING:

The passenger equipment used on the trip is supplied by the San Luis & Rio Grande Railroad. Seating will be in coach cars. This equipment has been restored for modern use but may not be fully accessible for all passengers. Steps and narrow aisles may make it difficult for some people. Because of the equipment's historical design, passengers needing special assistance are asked to make arrangements on their own for physical help. This train is to be handled as open seating, thus seating in these cars will not be assigned. The cars are a mix of both open and closed window. While designed to be heated and cooled, we cannot guarantee the cars' temperature so please wear plenty of appropriate clothes.

ON-BOARD SERVICES:

Lunches are not included in the trip price. Passengers can bring their own snacks and meals on to the train. However, snacks, drinks and souvenirs will be available for purchase on the train. Please note: to ensure adequate space on the cars, passengers are encouraged to carry only small bags or coolers. Coolers and bags must fit overhead or under seats to keep the aisles clear. Restrooms are located on the train.

Please note that tickets for this event are only available from the Southern Appalachia Railway Museum. Do not contact the railroad directly for tickets as they cannot provide them. Tickets are not refundable after October 15th. Refunded tickets before that date will be charged a \$15 fee per ticket.

THE FINE PRINT:

These trains are operated for the entertainment and enjoyment of the passengers and as a fund-raising activity for SARM. They will run rain, snow, or shine. The trains are not a part of the regular operations of the railroads involved, therefore, the railroads involved cannot be held responsible for delays or changes in the equipment or itinerary. The operators cannot be held responsible for problems associated with connecting transportation, lodging, sickness, weather, acts of war, acts of God, or other causes beyond our control. Tickets are not refundable after October 15th. Refunded tickets before that date will be charged a \$15 fee per ticket. Remember, tickets can be used by others than those who ordered them so if a conflict comes up, consider giving them to someone else. Remember, this is a volunteer-operated fund-raising event, please assist us as you can. Please contact SARM with any questions that you might have. E-mail is preferred at: b.jennings@mchsi.com.

HOTELS AND LOCAL TRANSPORTATION:

Passengers are expected to make their own hotel reservations and accommodations to get to and from the train. Numerous hotels are available in the Alamosa area. Super 8, Best Western, Holiday Inn Express, Clarion, Comfort Inn and Days Inn are some of the chain motels in town. The Alamosa County Visitor Information Center can help (800-2587597). Website is: www.alamosa.com.

TICKETS:

Please fill out the attached form and mail a check or money order, along with a large self-addressed stamped envelope, to: SARM COLORADO 2006, C/O BART JENNINGS, P.O. Box 620 Avon, IL 61415. Please make checks out to SARM. Tickets and area information will be returned by mail. Tickets from orders received after October 15 will be available at the train. For more details, see

<http://www.southernappalachia.railway.museum>". Order today, tickets are very limited. All tickets are sold first come-first serve so don't delay.

TICKET ORDER FORM:

Please print the following information and include with a large stamped self addressed envelope. Mail along with a check or money order to: SARM COLORADO 2006, C/O BART JENNINGS, P.O. Box 620 Avon, IL 61415. Please make all checks and money orders out to SARM.

Name: _____

Address: _____

Phone: _____

E-mail address: _____

TICKETS NEEDED:

October 28, 2006 - "San Luis and San Juan Express" ticket: _____ @ \$110 = _____

October 29, 2006 - "The Potato Line" _____ @ \$35 = _____

Total _____

Please include the names of all people that you are buying tickets for. For groups of more than 8, please order together so we can arrange seating together on the train.

Mileage mailing list
Mileage@conjelco.com
<http://mail.conjelco.com/mailman/listinfo/mileage>

MISSOURI PACIFIC HISTORICAL SOCIETY TO MEET IN LITTLE ROCK OCTOBER 6, 7, 2006 – Location will be the Comfort Inn and Suites, 707 Interstate 30, Little Rock. Registration is Friday, Oct. 6 at 5:00 p.m., and clinics from 7:00 - 9:00 p.m. Saturday, Oct. 7, registration at 8:00 a.m., business meeting, and then clinics. Lunch break. Swap meet set-up, silent auction 1:00 - 3:30 p.m. Break. Clinics 4:30 - 5:30 p.m. Dinner break. Clinics 9-30 p.m., Silent Auction last. Contact Thomas E. Shook, MMR, 501-225-8955 for information.

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

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

HOBBY SHOPS IN ARKANSAS - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, onetrackmindtrains@hotmail.com, <http://www.arkansasweb.com/onetrackmind/> ** **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR

72010, 501-Railfan (724-5326) ** **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 ** **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, hsd@cox.net ** **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 ** **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 ** **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, <http://www.railroadtrain.com/>



Yes, there are still Southern Pacific locomotives running, not-repainted, on Union Pacific rails around the country, including this one, SP 8576, going northbound passing Union Station (Amtrak Station) in Little Rock on August 20, 2006. Time was about 9:30 a.m. (*Ken Ziegenbein photo*)

