



# ARKANSAS RAILROADER



VOLUME 38 NUMBER 8 AUGUST 2007



A special once-in-a-lifetime lineup of Union Pacific's Heritage units (all 6 plus UP 8444) was staged at the Salt Lake City, Utah Intermodal facility on June 30, 2007. I drove there from Little Rock to be at the event (by invitation of UP) and got this early morning shot of all the units. Included: UP 8444, Southern Pacific Heritage 1996, CNW Heritage 1995, Rio Grande Heritage 1989, MKT-Katy Heritage 1988, Western Pacific Heritage 1983, and Missouri Pacific Heritage 1982. The trademarks below are photos of them on the sides of the locomotives. *(Ken Ziegenbein photo)*





A group of photographers lined up to photograph the line of UP Heritage units on Saturday, June 30, 2007 at UP's Salt Lake City Intermodal facility. You had to obtain permission to be there and to sign a release form. (Ken Ziegenbein photo)

### 2007 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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**BOARD '10** - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)  
**BOARD '11** - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next **regularly scheduled monthly meeting** of the Arkansas Railroad Club will be **SUNDAY, AUGUST 12, 2007**. It will be held at Curtis H. Stout, Inc. off Cantrell in Little Rock, in the same complex that has Cajun's Wharf. Time will be 2 p.m. The program will be given by MARK SILVERBERG of *One Track Mind Hobby Shop*. He will show railroad slides he's obtained and taken over the years.

FUTURE PROGRAMS: September's program will be given by Ken Ziegenbein on my trip to Salt Lake City to photograph the UP Heritage locomotives that were all there at the same time, plus some photos from my trip there through Nebraska and Wyoming along the UP's busy triple-track main line.

**DEADLINE FOR SEPTEMBER 2007 RAILROADER** is August 12, 2007, our next meeting date.

**MINUTES OF THE JULY 8, 2007 ARC MEETING** – Meeting began at 2 p.m. Treasurer's Report given by David Hoge. \*\* **NRHS report** by Robin Thomas. He talked about the NRHS Annual Convention in Chattanooga, Tennessee in August. David Hoge discussed the NRHS proposed 50 percent increase in dues for 2008 and NRHS problems over the past years. \*\* **CBRHS report** - Bill Bailey and Peter Smykla, Jr. reported on the Cotton Belt Rail Historical Society. Bill said they acquired a whistle from the power house from the SSW shops. Peter said the museum in Pine Bluff changed some fencing and acquired some property. \*\* **UP report** by John C. Jones. He said UP recently opened the Coffeyville Sub after it was out of service due to recent floods. He also reported that Amtrak northbound Texas Eagle No. 22 was fully loaded with hundreds of passengers on a recent occasion as it left Little Rock. \*\* **KCS report** by Bill Bailey. He attended the KCSHS convention at Pittsburg, Kansas included a trip over the WATCO shortline. KCS is upgrading track in Oklahoma and Kansas. KCS is having increased grain traffic. \*\* **Little Rock & Western report** by Randy Tardy. There were 18 cars on the inbound (to North Little Rock) train on Monday, July 2 and 38 on July 5. They've been running as late as 10 p.m. \*\* **Arkansas Midland report** by John Hodkin, Jr. He said the AKMD has lots of stored freight cars on it's line in North Little Rock and appears to be doing well. \*\* **Member's Health** – no report. \*\* **Old Business** – none. \*\* **New Business** – Christmas party was set for Saturday, December 8 at our usual meeting place at Curtis Stout; Jim Wakefield reported that the M&NA Combine at Searcy has been moved to Bald Knob; Ken Ziegenbein reported on his trip to Salt Lake City, Utah June 30 to view and photograph the UP Heritage locomotives all sent there for a photo op. There were 110 invited guests, many railfans. He also stated that UP is running a 15,000 foot intermodal train from Fort Worth to California to see how efficient that will be. \*\* Daryl Stout rejoined the club after several years. He discussed his recent Amtrak trips to Florida. \*\* Doug Harley discussed a trip on the MNA along the White River. \*\* Gene Hull talked to our former treasurer, Dick Byrd, and said Dick and his wife will be returning to Little Rock by September. They had been living in Durango, Colorado. \*\* **Moved to adjourn** by Peter Smykla, seconded by Robin Thomas about 2:45 p.m. \*\* Bill Bailey gave a Show and Tell about some faked insulators. \*\* Fred fillers gave the program, which had lots of slides of early 1950s steam and trolleys, mainly in California. *(Minutes taken by David Hoge)*

**OUR CLUB WILL SELL SPECIAL UNION PACIFIC 2008 CALENDARS** – UP will put out a special 2008 calendar with all-heritage locomotives, including their steam locomotives and the recently-painted Heritage units, such as the MoPac 1982 and Katy 1988 and all the others. The Arkansas Railroad Club has been selected by UP as one rail historic group who can sell these calendars as a fund-raising project. They will come out in September. Yours truly, Ken Ziegenbein, will have one of my photos included in the calendar *(I'll let you see what that photo is when the calendar comes out – it's supposed to be the February photo.)*

**MAILING COSTS REDUCED** – You've noticed that this issue of the *Railroader* has been folded and put in envelopes for mailing. That makes it letter-size instead of flat rate size (USPS lingo), so the postage drops from about \$70 a month to \$33 a month, a significant savings over the year. Since we needed to cut costs because of overruns on publishing and mailing costs for the newsletters, we've decided to go this route. Next month we plan on just folding and sealing the newsletters to save the additional costs of buying envelopes.

**CHRISTMAS PARTY SET** – Our 2007 Christmas Party will be held SATURDAY, DECEMBER 8, 2007 at our usual meeting place. It will start at 6 p.m. We will have the meal catered but the cost has not yet been determined. *(We'll have the usual traditional Christmas meal).* Mark your calendars now.

## WANTED - FOR SALE OR TRADE

**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.

**COLORADO - DENVER REGIONAL TRANSPORTATION DISTRICT** – To abandon a 5.7-mile line of railroad between milepost 0.60 and milepost 6.3 in Denver and Jefferson Counties, CO. Effective on July 7, 2007. (STB Docket No. AB-1229X, decided May 31, served June 7, 2007)

**ILLINOIS – UNION PACIFIC RAILROAD COMPANY** – To abandon a 2.3-mile portion of its Barber Greene Spur, from milepost 23.5 to milepost 25.8, in DeKalb County, IL. Effective on July 18, 2007. (STB Docket No. AB-33 (Sub-No. 243X, decided June 8, served June 18, 2007)

**WEST VIRGINIA - CSX TRANSPORTATION, INC** – To abandon a 13.6-mile line of railroad on its Southern Region, Huntington Division—East, Rupert Subdivision extending from milepost CAH 7.2 at Rupert Junction to the end of the track at milepost CAH 20.8 at Clearco in Greenbrier County, WV. The station, Raders Run, at milepost CAH 11, FSAC 083117, OPSL 62455 is located on the line. Effective on July 26, 2007. (STB Docket No. AB-55 (Sub-No. 683X, decided June 15, served June 26, 2007)

**INDIANA - SHANNON TRANSPORT, INC.** – To abandon, and Buffalo & Pittsburgh Railroad, Inc. (BPRR), has filed a notice of exemption under the same Subpart to discontinue service and operating rights over, approximately 12.5 miles of rail line,[2] extending between milepost 6.0 and milepost 4.0 in or near Lawsonham, and the connecting line between milepost 0.0 near Lawsonham and milepost 10.5 near Sligo, in Clarion County, PA. Effective on July 28, 2007. (STB Docket No. AB-369 (Sub-No. 6X, decided June 18, served June 28, 2007)

**PENNSYLVANIA - PITTSBURGH & SHAWMUT RAILROAD, LLC** – To abandon, and Buffalo & Pittsburgh Railroad, Inc. (BPRR), has filed a notice of exemption under the same Subpart to discontinue service and operating rights over, approximately 35.95 miles of rail line,[2] extending between milepost 6.0 in or near Lawsonham, Clarion County, PA, and milepost 41.95 in Brookville, Jefferson County, PA.[3] Pittsburg & Shawmut states that it may retain the track between milepost 41.50 and milepost 41.95 to be operated by BPRR as private side tracks or spurs, thereby reclassifying this 0.45-mile portion of the line. Effective on July 28, 2007. (STB Docket No. AB-976 (Sub-No. 2X, decided June 18, served June 28, 2007)

**INDIANA - CSX TRANSPORTATION, INC.** – To abandon a 1.4-mile line of railroad on its Northern Region, Great Lakes Division, Indianapolis Line Subdivision, from milepost QIM 0.0 to milepost QIM 1.4, known as the Muncie Belt, in Muncie, Delaware County, IN. Effective on July 28, 2007. (STB Docket No. AB-55 (Sub-No. 679X, decided June 20, served June 28, 2007)

**MISSISSIPPI - COLUMBUS AND GREENVILLE RAILWAY COMPANY** – To discontinue service over an out-of-service line of railroad between milepost 21.2 in West Point, MS, and milepost 110.7 in Greenwood, MS, a distance of approximately 89.5 miles in Clay, Oktibbeha, Webster, Montgomery, Carroll, and Leflore Counties, MS. Effective on August 3, 2007. (STB Docket No. AB-297 (Sub-No. 103X, decided June 26, served July 3, 2007)

**NEBRASKA - UNION PACIFIC RAILROAD COMPANY** – To abandon a 1.98-mile line of railroad known as the Weeping Water Industrial Lead extending from milepost 461.74 to milepost 463.72 near Weeping Water, in Cass County, NE. A final decision will be issued by October 5, 2007. (STB Docket No. AB-33 (Sub-No. 250X, decided June 27, served July 6, 2007)



## ARKANSAS RAIL NEWS



### OLD COMBINE MOVED

(*Searcy*) – The old M&NA Combine that was located near Searcy has been moved to Bald Knob. It was moved on June 14, 2007, and Jim Wakefield got lots of photos and wrote a story of the move, which will be put in a future newsletter by our new editor, David Hoge, sometimes this Fall. (*I've run out of room in this and the September issue, which will be my last one as editor*). The passenger combine was originally Missouri Pacific, and the M&NA obtained it in 1929.

### NATIONAL REGISTER ADDITIONS

On June 14, 2007, these facilities/areas were listed on the National Register of Historic Places in Arkansas:

1) Old Gillett Jail at Gillett in Arkansas County, a one-story brick structure constructed in 1922; 2) Pea Ridge Commercial Historic District at Pea Ridge in Benton County, containing buildings constructed between 1910 and 1957; 3) Green Forest Water Tower at

Green Forest in Carroll County, constructed by the Depression-era Public Works Administration (PWA) in 1937; 4) Dumas Commercial Historic District at Dumas in Desha County, featuring commercial structures erected between 1905 and 1957; 5) Tuckerman Water Tower at Tuckerman in Jackson County, built by the PWA in 1935;

6) **Wabash Alloys Locomotive, built ca. 1943, and Central Texas Gravel Locomotive #120, built in 1953, at Pine Bluff in Jefferson County, a pair of 25-ton, diesel-powered General Electric switch locomotives;** 7) Beech Street Brick Street at Texarkana in Miller County, a two-lane brick street constructed around 1904; 8) Archeological Site 3NW79 in Newton County, containing pictographs created between 1000 and 1500 A.D.; 9) Archeological Site 3PP614 in Pope County, containing two prehistoric pictographs; 10) Old Arkansas 22 – Barling Segment at Barling in Sebastian County, a 1928 two-lane concrete highway; 11) Waldo Water Tower at Waldo in Columbia County, PWA-constructed around 1936; 12) Mineral Springs Waterworks at Mineral Springs in Howard County, constructed ca. 1936 by the PWA; 13) Camden Water Battery in Ouachita County, built by Confederate soldiers in 1864; 14) Beely-Johnson American Legion Post 139 at Springdale in Washington County, a ca. 1934 fieldstone structure.

## GENERAL RAIL NEWS

### THREE-MILE LONG UP TRAIN

During the first week of July, 2007, Union Pacific was running a 15,000-foot intermodal train from Fort Worth, Texas to California to test efficiency of such along train. I understand they used 4 locomotive on the front and 3 or 4 more about 2/3rds of the way back.

### BNSF RUNS SPECIAL TRAIN

*(Brighton, Colorado – June 14)* - Matthew Rose, chairman and chief executive officer for the Burlington Northern and Santa Fe Railroad, believes so strongly in Boys and Girls Clubs that his company gives \$10,000 a year to the Denver Metro clubs, and a three-hour excursion for 250 club members in an historic, restored luxury passenger train as a reward for making good choices on their journey.

The train travels north for 90 minutes and then back south for another 90 minutes to its point of origin at Union Station in Denver. For elementary-age children, it's the journey of a lifetime. Like the train waiting to pull out of the station, their journey is just beginning. As the train pulls out, the 250 young passengers choose where they want to sit, the type of pizza they want to eat, and the games they want to play.

And they watch out the windows to see where the journey will take them. But in the end, what they will remember won't be the destination they reached but the journey and the choices they made along the way. *(Brighton Blade)*

### UP IS 145 YEARS OLD

*(UP Press Release)* - On July 1, 1862, President Abraham Lincoln signed into law the Pacific Railroad Act, creating Union Pacific and Central Pacific Railroads and chartering the two companies to link the country from Omaha to Sacramento. One hundred and forty-five years later, Union Pacific has become one of the most recognized corporations in America and continues to build on its rich history.

Jim Young, chairman and chief executive officer of Union Pacific Corporation, said the 145th anniversary is a time to not only remember the railroad's rich past, but also to highlight the tremendous progress Union Pacific has made in helping build the nation and protect its natural resources.

"The railroad industry has changed dramatically from the original days of wood-fired locomotives steaming across the plains to connect a nation," Young said. "Today Union Pacific is committed to moving the products that fuel the nation's economy in the most safe, economical and environmentally friendly manner possible."

As Union Pacific celebrates its 145th anniversary, the company is working to build a better environment for its employees, the public and customers through improved crossing visibility, technology and education. Union Pacific employees are using locomotive simulators to help instill safe operating practices – contributing to a 15 percent improvement in employee safety in 2006. Other improvements include:

- \* Fewer derailments. Union Pacific moved rail shipments across the network more safely in 2006, reducing the frequency of derailments 17 percent.

- \* Crossing safety awareness. Through Operation Lifesaver and other initiatives, Union Pacific hosted more than 7,000 public education classes, reaching more than 425,000 citizens to promote greater crossing safety.

- \* Partnerships to advance technology. Union Pacific is continuing its partnership with Dow Chemical, Union Tank Car and the Federal Railroad Administration on the "Next Generation Tank Car Project" to improve the safety of chemical transportation.

In addition to being one of the safest forms of transportation, railroads are also one of the most environmentally friendly – **freight trains are three times more fuel-efficient than over-the-road trucks.** By the end of 2007, Union Pacific will have invested more than \$5 billion to purchase new, environmentally friendly locomotives, and will have invested millions of additional dollars to test technologies that reduce emissions from older locomotives. Ongoing efforts include:

- \* New locomotives. Since January 2000, Union Pacific has purchased more than 2,600 new fuel-efficient locomotives that comply with new, stricter EPA Tier 0, Tier 1 and Tier 2 standards. At the same time, more than 1,700 older units were retired, and another 1,800 locomotives were overhauled (remanufactured) to meet the stricter standards.

- \* Fuel Efficiency Improvements. Through fleet turnover and operational improvements, **Union Pacific has achieved more than a 12 percent improvement in fuel efficiency since 1995.** Lower fuel consumption means fewer emissions. UP also plans to spend a record \$3.2 billion this year to improve the infrastructure of their rail network.

Union Pacific Fast Facts:

- \* 50,000 employees \* 32,000 route miles \* 105,000 freight cars \* 8,500 locomotives \* 3,000 daily trains \* 9.9 million carloads of materials moved each year \* Annual purchases of \$6.9 billion \* Annual commodity revenue of \$14.9 billion \* Annual payroll of \$3.7 billion

# AMTRAK NEWS

## LUXURY TRAVEL ON AMTRAK

Beginning this fall, Amtrak passengers on select routes will have the option of enjoying five-course dinners, sleeping in luxurious suites and having personal butler service. The premium service is being made possible by a new partnership between Evergreen-based GrandLuxe Rail Journeys, a private rail tour operator, and Amtrak.

Called GrandLuxe Limited, the new service uses a separate, private, seven-car luxury train attached to several regularly scheduled Amtrak trains. The GrandLuxe train, which features dining, lounge and sleeping cars appointed with vintage furnishings, will be occupied exclusively by GrandLuxe Limited passengers.

GrandLuxe Limited will be available on three Amtrak routes: the California Zephyr, running between Chicago and San Francisco and passing through Denver; the Southwest Chief, between Los Angeles and Chicago; and the Silver Meteor, which runs along the eastern seaboard from Washington to Miami.

Prices for GrandLuxe Limited range from \$789 to \$2,499 per person.

## UP/AMTRAK PERFORMANCE PLAN

In what could be a milestone agreement and set a pattern for Amtrak's relationships with freight railroads, Amtrak and Union Pacific have reached an agreement in June on a performance plan to reduce passenger train delays attributed to track conditions. Under the agreement, Union Pacific will limit speed restrictions that can cause Amtrak trains to fall behind schedule on UP routes. Amtrak's California Zephyr, Coast Starlight and Sunset Limited have been chronically late for the past several years.

UP frequently has placed the blame for these delays on track repairs, yet even with the repairs, the trains still run late. Union Pacific is one of the three biggest hosts of Amtrak service, including short-distance trains and parts of four overnight routes in the West, Pacific Northwest, and Midwest. The three largest host railroads for Amtrak trains in the past fiscal year were BNSF Railway at 6.5 million train miles; CSX Transportation, 5.5 million train miles; and Union Pacific, 5.4 million train miles

"This agreement defines in detail the maximum number of minutes of 'slow-order' delay allowable on each Amtrak route operated on Union Pacific, while Union Pacific makes track improvements that will increase service reliability and satisfaction in the long term," Paul Vilter, Amtrak Assistant Vice President of Host Railroads, said in a news release. "On-time performance is the single largest determinant of passenger satisfaction, and these changes will make a real difference."

Union Pacific also hosts some or all of the routes of the California Zephyr (San Francisco Bay Area-Chicago), Coast Starlight (Los Angeles-Seattle), Sunset Limited (Los Angeles-New Orleans), and Texas Eagle (San Antonio-Chicago), which are also covered by this agreement.



A&M Mixed Train at Winslow, Arkansas, June 23, 2007. (Photo by Ed Mertes.)

# MISSOURI AND ARKANSAS RAILWAY COMPANY

GENERAL OFFICES—HARRISON, ARK.

FRANK KELL, Chairman of the Board, Wichita Falls, Tex.

JON A. KELL, President, Harrison, Ark.	W. B. WELCH, General Manager, Harrison, Ark.	
L. A. WARREN, Vice-President, Harrison, Ark.	J. H. HALTER, Superintendent, Harrison, Ark.	
MORRIS WILKINS, Vice-President, Arkansas City, Kan.	F. C. MANFIELD, Chief Dispatcher, Harrison, Ark.	
ORVILLE BULLINGTON, General Counsel, Wichita Falls, Tex.	H. L. CARLSON, Superintendent Motive Power, Harrison, Ark.	
ALLEN MCKEYFOLDS, General Attorney for Missouri, Carthage, Mo.	J. R. WICKER, Storekeeper, Harrison, Ark.	
J. M. McCAUGHEY, Auditor Disbursements and Secretary, Harrison, Ark.	T. H. FLINN, Claim Agent, Harrison, Ark.	
G. M. FORNY, Auditor Freight and Passenger Accounts, Harrison, Ark.	R. T. PARKER, Car Accountant, Wichita Falls, Tex.	
G. M. CHURCHILL, Assistant Secretary, Wichita Falls, Tex.		

## TRAFFIC DEPARTMENT

W. A. LITTLE, Traffic Manager, Harrison, Ark.	C. E. SUTTERFIELD, General Agent, 510-12 First National Bank Building, Shreveport, La.
H. P. MITCHELL, General Freight and Passenger Agent, Harrison, Ark.	J. D. HUTTONSON, General Agent, 204 Cherry Street, Helena, Ark.
H. V. PAGE, Assistant General Freight Agent, Harrison, Ark.	H. E. BICK, General Agent, 327 South La Salle Street, Chicago, Ill.
HOWARD L. EOFF, Agricultural Agent, Harrison, Ark.	G. H. CORDELL, General Agent, 522 Oliver Bldg., Pittsburgh, Pa.
G. C. FROST, Assistant General Freight Agent, 320 Railway Exchange Building, Kansas City, Mo.	H. W. PATTERSON, General Agent, 591 Broadway, New York, N. Y.
JERRY MURRAY, Assistant General Freight Agent, 602 Kansas City Bldg., Tulsa, Okla.	
HEN WINGTON, General Agt., 323 Granite Bldg., Little Rock, Ark.	
A. P. VANDERGRIFT, General Agent, 1114-15 Exchange Building, Memphis, Tenn.	

No. 211	No. 211	No. 201	Miles.	March, 1937	No. 102	No. 212	No. 212	No. 211	Miles.	March, 1937	No. 212
9:30 A.M.	5:30 A.M.	39.8	19.8	live. Joplin, Mo. & S. arr.	4:46 P.M.			Mixed	LEAVE	ARRIVE	Mixed
10:35 A.M.	5:30 A.M.	34.8	14.8	live. Neosho S. arr.	4:00 P.M.			10:00 A.M.	8:13	Kennett	4:52 P.M.
	5:42 P.	36.3	16.3	Miami Springs				10:05 P.	8:18	West Point	4:45
	5:48 P.	36.7	16.7	Starb City				10:10 P.	8:23	Emright	4:40
	5:54 P.	37.2	17.2	Anna				10:15 P.	8:28	Georgetown	4:35
	6:00 P.	37.7	17.7	Fairview				10:20 P.	8:33	McClelland	4:30
	6:06 P.	38.2	18.2	Wheaton				10:25 P.	8:38	Dick	4:25
	6:12 P.	38.7	18.7	Ridgely				10:30 P.	8:43	Cotton Plant	4:20
	6:18 P.	39.2	19.2	Waynes				10:35 P.	8:48	Fargo	4:15
	6:24 P.	39.7	19.7	Seligman S. live.				10:40 P.	8:53	Wheatley	4:10
	6:30 P.	40.2	20.2	Seligman S. live.				10:45 P.	8:58	Minon	4:05
	6:36 P.	40.7	20.7	Heaver, Ark.				10:50 P.	9:03	Aubrey	4:00
	6:42 P.	41.2	21.2	Elk Ranch				10:55 P.	9:08	Road	3:55
	6:48 P.	41.7	21.7	Junction				11:00 P.	9:13	North Linn	3:50
	6:54 P.	42.2	22.2	Euroka Springs				11:05 P.	9:18	West Helena	3:45
	7:00 P.	42.7	22.7	Junction				11:10 P.	9:23	Helena	3:40
	7:06 P.	43.2	23.2	Tunnel				11:15 P.	9:28		
	7:12 P.	43.7	23.7	Grand View				11:20 P.	9:33		
	7:18 P.	44.2	24.2	Freeman				11:25 P.	9:38		
	7:24 P.	44.7	24.7	Berryville				11:30 P.	9:43		
	7:30 P.	45.2	25.2	Prosser				11:35 P.	9:48		
	7:36 P.	45.7	25.7	Urbanette				11:40 P.	9:53		
	7:42 P.	46.2	26.2	Cisco				11:45 P.	9:58		
	7:48 P.	46.7	26.7	Green Forest				11:50 P.	10:03		
	7:54 P.	47.2	27.2	Cuba				11:55 P.	10:08		
	8:00 P.	47.7	27.7	Alpena				12:00 P.	10:13		
	8:06 P.	48.2	28.2	Hatavia				12:05 P.	10:18		
	8:12 P.	48.7	28.7	Capps				12:10 P.	10:23		
	8:18 P.	49.2	29.2	Harrison S. live.				12:15 P.	10:28		
	8:24 P.	49.7	29.7	Harrison				12:20 P.	10:33		
	8:30 P.	50.2	30.2	Bellefonte				12:25 P.	10:38		
	8:36 P.	50.7	30.7	Olney				12:30 P.	10:43		
	8:42 P.	51.2	31.2	Everton				12:35 P.	10:48		
	8:48 P.	51.7	31.7	Pindall				12:40 P.	10:53		
	8:54 P.	52.2	32.2	St. Joe				12:45 P.	10:58		
	9:00 P.	52.7	32.7	Gilbert				12:50 P.	11:03		
	9:06 P.	53.2	33.2	Zack				12:55 P.	11:08		
	9:12 P.	53.7	33.7	Marshall				1:00 P.	11:13		
	9:18 P.	54.2	34.2	Baker				1:05 P.	11:18		
	9:24 P.	54.7	34.7	Louis				1:10 P.	11:23		
	9:30 P.	55.2	35.2	Rumley				1:15 P.	11:28		
	9:36 P.	55.7	35.7	Elba				1:20 P.	11:33		
	9:42 P.	56.2	36.2	Barnett				1:25 P.	11:38		
	9:48 P.	56.7	36.7	Arberg				1:30 P.	11:43		
	9:54 P.	57.2	37.2	Lynch				1:35 P.	11:48		
	10:00 P.	57.7	37.7	Oatvale				1:40 P.	11:53		
	10:06 P.	58.2	38.2	Shirley				1:45 P.	11:58		
	10:12 P.	58.7	38.7	Sanded				1:50 P.	12:03		
	10:18 P.	59.2	39.2	Partain				1:55 P.	12:08		
	10:24 P.	59.7	39.7	Edgemont				2:00 P.	12:13		
	10:30 P.	60.2	40.2	Hicks				2:05 P.	12:18		
	10:36 P.	60.7	40.7	Miller				2:10 P.	12:23		
	10:42 P.	61.2	41.2	Heber Springs				2:15 P.	12:28		
	10:48 P.	61.7	41.7	Red River				2:20 P.	12:33		
	10:54 P.	62.2	42.2	Snell				2:25 P.	12:38		
	11:00 P.	62.7	42.7	Pangburn				2:30 P.	12:43		
	11:06 P.	63.2	43.2	Latons				2:35 P.	12:48		
	11:12 P.	63.7	43.7	Mount Pleasant				2:40 P.	12:53		
	11:18 P.	64.2	44.2	Armstrong Springs				2:45 P.	12:58		
	11:24 P.	64.7	44.7	Searcy				2:50 P.	1:03		
	11:30 P.	65.2	45.2	Kennett S. live.				2:55 P.	1:08		

**CONNECTIONS.**

At Joplin (Freight service only)—With [A] Atchafalaya, Topeka & Santa Fe Ry., [B] Kansas City Southern Ry., Missouri Pacific R.R., [C] Missouri-Kansas-Texas R.R., St. Louis-San Francisco Ry.

At Neosho—With Kansas City Southern Ry., St. Louis-San Francisco Ry.

At Waynes—With St. Louis-San Francisco Ry.

At Seligman—With [B] St. Louis-San Francisco Ry.

At Searcy—With Chicago, Rock Island & Pacific Ry.

At Kennett—With Missouri Pacific R.R.

At Cotton Plant—With Chicago, Rock Island & Pacific Ry.

At Fargo—With [B] St. Louis Southwestern Ry., Linn.

At Wheatley—With Chicago, Rock Island & Pacific Ry.

At North Linn—With Missouri Pacific R.R.

At Helena—With [B] Union & Mississippi Valley R.R., Missouri Pacific R.R.

**EXPLANATION OF SIGNS.**

Trains marked \* run daily  
† Daily, except Sunday.  
/ Flag stop  
▲ Freight service only  
[B] Union Station joint with Missouri and Arkansas Ry.  
§ Telegraph station.  
STANDARD—Central time.

## MODEL RAILROAD CORNER

By: Joe Musgrove

### Add Realism and Detail with Weathering

Railroading is a dirty business. No, I'm not talking about shady business deals, I'm talking about the dirt, grime, rust, and general wear that accumulate on locomotives and railroad cars.

You can get the same look for your model railroad. These techniques are called "weathering" and it is a great way to make your locomotives and railroad cars more realistic. After all, unless the locomotive or railroad car just left the factory or paint booth, it's going to show some signs or wear.

To get a basic weathered look is very easy. For railroad cars I paint the wheels, trucks, and couplers a flat brown to simulate oxidation that occurs. "Rail Brown" or "Roof Brown" are good colors to use here. Both Polly Scale and Floquil brand paints carry these colors. When painting couplers remember to be careful around the moving parts to avoid "gumming up" the coupler mechanism. Once the paint dries I give the entire car a good spray of "Dull Cote" to give the car an overall "flat" finish.

For locomotives I remove the shell and paint the trucks, couplers, snowplow, fuel tank, and undercarriage area with one of the colors mentioned above to simulate oxidation. Intake vents, exhaust vents, and other "air flow" areas I paint with diluted flat black paint to simulate dirt, soot, and depth.

Once the paint dries I give the shell a good spray of dull cote. If you want to see any interior cab detail of your locomotive, be sure to remove the window sheeting. Dull cote will cloud the window sheeting.

I try and give all my locomotives and railroad cars a basic weathered look. However, sometimes I find it's fun to go a few steps further and add a little more detail. Rust, fading, chemical stains and even graffiti can make things more interesting.

For advanced weathering I find taking or finding photos of railroad cars or locomotives is the best place to start. This will give you good ideas and interesting subjects to model.

I have become a big fan of ground pastel chalks for advanced weathering. I apply the chalk with a cloth for large areas because it tends to cover an area more evenly without leaving brush strokes. For lines or small areas a brush dipped in water works fine.

To avoid finger prints on your models I advise wearing surgical gloves when working with chalks. Also dull cote will fade the chalk so you may need to repeat the process between applications of dull cote. You will however need to use dull cote to seal the chalk once applied.

White or light grey chalks are good shades to use to simulate fading. The severity of fading will determine how much chalk or number of applications to use. You will need to do a little experimenting here to get the fade affect you are looking for.

For oxidation and rust I first apply a "roof brown" or "rail brown" paint to the area. Once dry I apply the chalk. The shade will depend on the level of oxidation. Browns, red-browns, and rust orange are good colors to use. Remember orange rust is only seen in advanced stages of deterioration.

For general road grime and dirt, combinations of "earth tone" chalk shades like blacks, browns, and tans are good choices. The shades of dirt and grime will also depend on the geographic area you are modeling. A train moving through the desert southwest is probably not going to pickup a lot of rich dark farming soil for example.

To simulate areas where the paint has chipped or worn, I use a "bare metal" colored paint. I find "aluminum" colored paint tends to look to shiny. Areas around steps, ladders, walkways, and handrails tend to see chipped or worn areas. A little goes a long way here. Too much will look like the paint is coming off completely.



For some reason graffiti has been somewhat of a controversy among modelers. Many feel it serves no place on model railroad cars. However, it is part of the real world, and personally I think it adds realism. I'm no graffiti artist and prefer to use graffiti decals. Blair Line sales an entire line of graffiti decals based on the more popular graffiti rolling across America!

Lettering, logos, and other identifying marks are subject to fading and chipping. For this I use a pencil eraser. The more pressure and longer you erase over the area the more will come off so be careful here! Too much and you will remove the lettering or logo all together!

Finally, the last step is to give the railroad car or locomotive shell a final spray of dull cote to seal everything. Once the final cote dries you now have a great looking model to show off!

Have fun and see you next issue!

Questions, ideas, or stories you would like to see in a future article?

You can contact me by phone or email:

[jdmusgrove@ualr.edu](mailto:jdmusgrove@ualr.edu)

501-833-8050

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## UNION PACIFIC CALENDAR PICTURE GUIDE

We pay \$250 for full, non-exclusive rights for each image selected. If you submit slides or prints your originals will be returned, but we will keep a scanned copy in our files for use on the calendar as well as other various uses. Please provide a self-addressed, pre-paid envelope.

Photographs should depict Union Pacific trains on Union Pacific trackage, either owned or by trackage rights. For calendar use we need views that illustrate the four seasons and the train in its setting. Unless otherwise specified, we normally look for pictures of our contemporary operations.

Avoid typical "railfan" props such as picturesque (i.e. dilapidated) water tanks, loading ramps, coal towers and the like, which make the image unsuitable for company use. Avoid trackside debris, track materials, old ties etc. Think "corporate," not railfan magazine.

### **Most importantly - Act safely.**

Slides are always welcome. When submitting slides, please enclose self-addressed, pre-paid return material. Make sure each slide is labeled with your name and the location of the picture. Please do not send boxes of slides. Submit slides in slide sheet holders for proper handling. Please do not send ring binder notebooks, oversize prints, etc.

If you submit digital files, we require at least 18 mega pixels in a TIFF format. We prefer receiving images on a disk, along with a sheet identifying each image location, etc.

The deadline for submission is December 1. Typically the final selection for the calendar is made by June. You will be advised if images have been selected for use. Original materials will be returned at that time.

Send entries directly to:

John Bromley  
Director Historic Projects  
Union Pacific Railroad Museum  
200 Pearl St.  
Council Bluffs, IA 51503

If you have questions please contact John at [jebromle@up.com](mailto:jebromle@up.com),

# The Coal Hill Branch

*by Gene Hull - typed by Bill Pollard*

Few people living today remember this little piece of railroad. It was even before my time. The little town of Coal Hill, Arkansas was a few feet more than forty miles west of Russellville. Coal Hill and most of the area along the north side of the Arkansas River was well served by the Little Rock & Fort Smith Railroad between these two principal towns. Little Rock was the base for the capitol of the state and Fort Smith was the bastion of white man's law along the western edge of the frontier. It was home for the military protection for much of the nation, as well as the last attempt at enforcement of law and order in the form of the court of the "hanging judge", Isaac C. Parker. The railroad was a favored element of establishing law and order, as well as the taming strength of civilization.

The birth of industrial growth for the young state was the discovery of what the native people (Indians) called "The Rock that Burns". White people called it COAL.

The Nation was developing westward, and railroads were the driving force of the expansion. In February 1853 the U.S. Congress granted land for right of way for a railroad from a point on the Mississippi River opposite the mouth of the Ohio River, via Little Rock, to the Texas border near Fulton, Arkansas, with branches to Fort Smith and Memphis. The Cairo & Fulton was chartered to construct the road, and it was put in operation April 2, 1873.

Since the nation was growing westward, a railroad was necessary in western Arkansas. For this purpose, the Little Rock & Fort Smith Railroad was formed April 12, 1869. Earth was turned first in Huntersville, later renamed Argenta, and the railroad began building west. In 1873, the rails reached Clarksville (Johnson County), 100.65 miles from the beginning.

Due to a foreclosure because of unpaid mortgage, the company was reorganized on June 12, 1875, as the Little Rock & Fort Smith Railway. In 1879, rails were laid from Clarksville to Van Buren and Fort Smith. The railroad then could benefit from a gift of nature.

In 1857, the first State Geologist, David Dale Owen, began the first geological survey in Arkansas. It continued after Owen died in 1860. From the western boundary of Arkansas eastward to Russellville and between the foothills of the Ozark Plateau and Arkansas Highway 10, south of the Arkansas River, the land was underlain with beds of high grade semi-anthracite coal. The LR&FtS ran across this buried bonanza between Clarksville and Fort Smith.

In June 1885, Captain E.J. Oden, president of the Arkansas Valley Improvement Company, completed the survey and plat of a new town about 15 miles west of Clarksville. For obvious reasons it was called Coal Hill. As a stimulus, the Little Rock & Fort Smith Railway planned to build a spur track southwest from the area of Coal Hill (geologic feature), but the company's charter did not permit such construction. A new company was formed under the name of "Coal Hill Branch of the Little Rock & Fort Smith Railway" on 26 December 1884. On 12 January 1885, it was sold to the LR&FtS Railway. There was a tentative plan to extend the branch across the Arkansas River at the little town of Roseville into the coal fields of Logan and Sebastian counties. On 9 July 1885, construction began at the town of Coal Hill.

The town had a rather austere beginning. The first dwelling was built in December 1876 by George Wilford, who also built the first store. The first coal mine was begun by a fellow named Stewell in early 1877. The railroad put in a switch and track to accommodate the production. At that time the place was called Whalen's Switch, but Coal Hill won. On both sides of the track were stores and several saloons. A few houses and cabins provided dwelling places. Passenger trains soon began operating on Sundays, and the train from Little Rock arrived at 6:10pm. It stopped 15 minutes for passengers to eat supper at the Central Hotel, operated by J.W. D. McClure (see illustration). Later, when Coal Hill became a freight terminal, this place became a favorite eating and rooming house for railroad men.

Poor's Manual of Railroads of 1892 stated the branch was constructed 2.66 miles southwest of Coal Hill to Lloyds, Arkansas, a small community built around a coal mine located a short way west of the Johnson-Franklin county line. The track extended 242 feet west of the mine. Nearby was a group of homesteads, which had begun soon after the Civil War. There was no post office, and residents received their mail at Altus, about two miles north.

The mines were the “slope” type, in which excavation followed the natural slope of the “veins” (layers) of the coal. Even with this crude method of excavation, Coal Hill furnished more freight business for the railroad than any other town between Little Rock and Fort Smith. The town experienced a steady growth, and on January 8, 1880, was incorporated.

As a result of the coal mines’ production, on 1 February 1884, the Little Rock and Fort Smith Railway discontinued the use of wood as fuel for its engines. Coal was more convenient and economical. During the next month, the passenger trains were equipped with air brakes, and trains would run at a faster speed, especially since trains would not have to stop frequently to “wood up.”

About seven miles southeast of Ozark was a small group of homesteads called Denning. There was originally no post office, and residents received mail at Altus, about two miles north, until a post office was built at Denning, in 1894. After additional branchline construction in 1893, the Coal Hill branch reached 3.87 miles from Coal Hill to serve coal mines east of Denning.

The Little Rock & Fort Smith Railway, including the Coal Hill branch, was sold to the St. Louis, Iron Mountain & Southern on January 17, 1906, although from a practical standpoint, the LR&FtS had been a component of the Iron Mountain since Jay Gould was elected president of the LR&FtS in the spring of 1887. In 1902-1903, the LR&FtS began a major grade reduction program between Argenta and Ozark, including a particularly steep segment of track through Altus, Arkansas. A new main track was built between Hartman Junction and Ozark Junction, on a new alignment located closer to the Arkansas River. Approximately 1.21 miles of this new main track was laid on the alignment of the outermost part of the Coal Hill branch. When the new main line opened, most freight traffic was shifted to the new route and the original line became the Altus District, a secondary line hosting only a local freight and several passenger trains.

As the coal mines proliferated, and coal was mined by the train-load, the railroad constructed a yard with seven tracks, providing almost five track miles of storage capacity for coal cars. When this facility was completed in fiscal year 1904, the railroad called it Denning Yard. The Coal Hill branch now connected with the old main line at Coal Hill, and with the new main line at Denning Yard. The entire Coal Hill branch was thereafter operated under yard limit rules.

Denning Yard was 1.5 miles east of the town of Denning, and the residents of the area wanted a name more to their liking. They chose the name Alix, in honor of Constant Alix, an early settler who sold land to the railroad for right of way. A post office was built in 1906, establishing the name of Alix. The railroad ignored this name, and kept the name of Denning Yard. They finally surrendered and “joined the crowd” on May 28, 1925. The station became Alix.

On July 3, 1935, the Missouri Pacific, which had absorbed the railroads described here, asked the Interstate Commerce Commission for permission to abandon the LR&FtS mainline between Hartman Junction and Ozark Junction via Coal Hill and Altus. At that time, there were two parallel mainlines between these two points. Since the new line through Alix was built, the old line was operated as a branch. The coal mines were worked out, eliminating most of the traffic. The population of Altus was 595, and of Coal Hill was 1, 169. The population of the whole territory was 2,889. Passenger traffic was negligible. Permission to abandon the old main line of the Little Rock & Fort Smith through Coal Hill was granted February 24, 1936.

The Missouri Pacific applied January 2, 1940 for permission to abandon the Coal Hill branch from Alix to Coal Hill. This line had been omitted from the earlier abandonment request to determine if sufficient freight business could be generated in Coal Hill to support its operation. No regular service had been provided on the line for 5 years, a switch engine being operated from Alix as required. No freight was handled on the line in 1939, and only 59 carloads (36 of which were coal) were handled in the four preceding years, 1934-1938. Total revenue was \$1,358 in 1935 and only \$475 in 1938. Missouri Pacific argued that the lightly constructed branch line and the 56-pound rail would require maintenance far exceeding the revenue of traffic which might be generated from Coal Hill. The Interstate Commerce Commission agreed that the branch had served its purpose, and abandonment was effective April 19, 1940.

I have a personal recollection of Alix. During the summer of 1941, I was a young “greenhorn” brakeman for the Missouri Pacific on the Central Division between North Little Rock and Van Buren.

Northbound trains (timetable) approached Alix on a left hand curve, and about a 1.0% grade. A water tank sat on the left side of the track. Out of North Little Rock, I was called for Extra 1535 at 9:45am with a full-tonnage train for that engine,

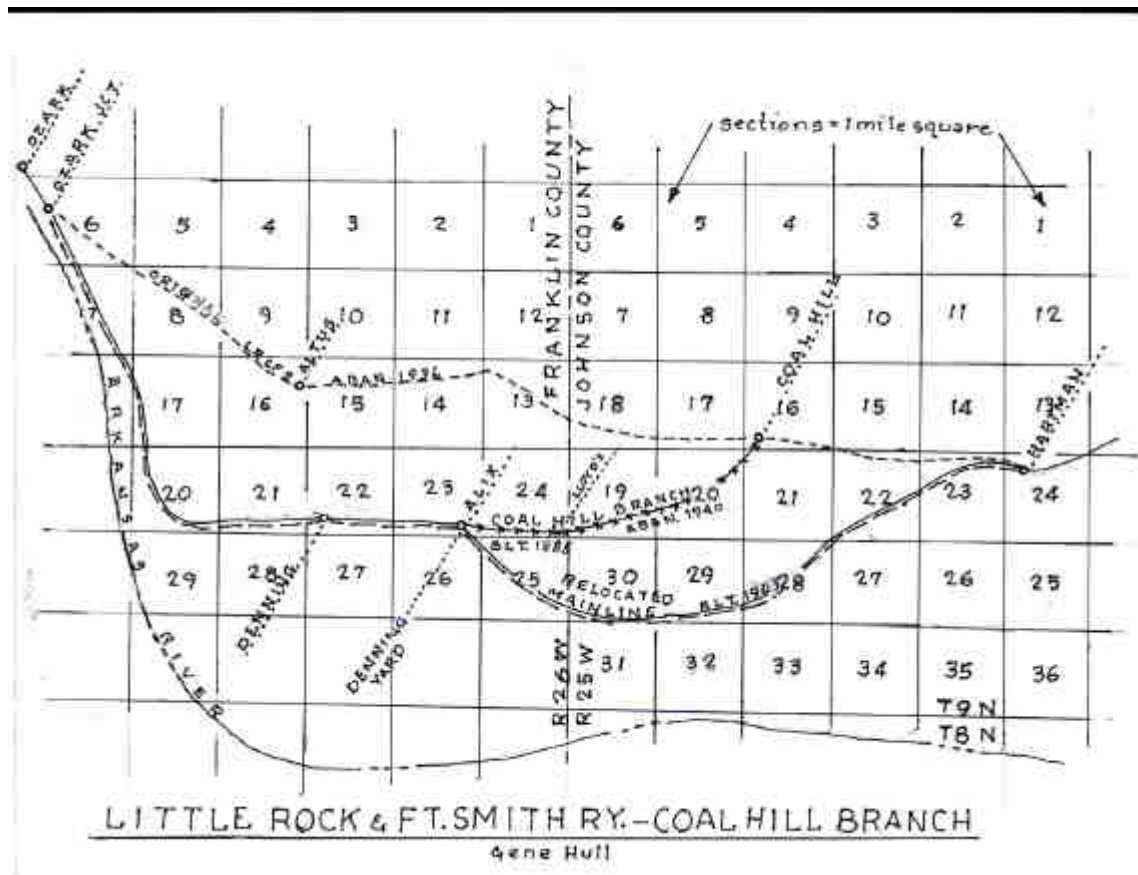
about 75 cars. I was head-end brakeman riding the engine. Traffic was pretty heavy - World War II was approaching. Our train was a lot of junk with rights over nothing.

We were in and out of passing tracks like a rabbit chased by a coyote. Nearing the Alix water tank, we for some reason, were holding the main line and were almost out of water. Once the engine tank was filled with water, we were ready to tackle the grade. The drivers failed to grip the rails. The engineer (name withheld) asked me to go out on the walkway to scrape the last grains of sand out of the dome.

There was very little sand, and as I scraped it loose the engineer decided we better get in the siding to clear a southbound extra. He whistled for the flagman (long-short-short-short) to protect the rear of the train. I was standing less than 10 feet from the whistle. With my head almost exploding, I grabbed a pair of fuses from my overall pocket and threw them through the front cab door. Fortunately the cap-end hit that fellow holding the whistle. I have had a hearing aid for many years.

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**PHOTOS ON PREVIOUS PAGE** - During fiscal year 1904, a new 7-track yard and a depot/yard office/train order office was constructed at a location designated by the railroad as "Denning Yard". This new train order office was located at milepost 456.63, about 1.5 miles east (or south, by timetable direction) of the existing town of Denning, which also had a depot (milepost 458.18). To further confuse matters, Denning Yard was located in the existing community of Alix, although for some now unknown reason the railroad initially declined to use that name. These photos, from undated real-photo postcards, show both Denning Yard and Denning stations, the latter with an 0-6-0 switch engine from the nearby yard. In terms of operations, Denning Yard train order office soon became a "continuous" office; the only train order office on the new (1903) mainline between Ozark Junction and Hartman Junction. As noted in the text, a "General Manager Circular" on May 28, 1925, directed that Denning Yard be renamed Alix.

The depot at Denning was removed in December 1933, victim of a depression era program to remove a number of no longer needed depots along the Central Division. The train order office in the depot at Alix (Denning Yard) was reduced from 24-hour staffing to a day office by 1939, but continued in that capacity until the train order office was finally closed about 1952. (Bill Pollard collection)

10 ALTUS DISTRICT—BETWEEN OZARK JUNCTION AND HARTMANN JUNCTION										
TRAINS—SOUTHWARD					TIME TABLE No. 4 Taking Effect SEPTEMBER 14, 1923	DISTANCE From Ozark Junction	STATION Miles	TRAINS—NORTHWARD		
THIRD CLASS		FIRST CLASS		FIRST CLASS						
	<b>195</b> Local Freight		<b>105</b> Passenger	<b>103</b> Passenger				<b>104</b> Passenger	<b>106</b> Passenger	
	Daily Except Sunday		Daily	Daily				Daily	Daily	
	A. M. 110.55		A. M. L 1.30	P. M. L 2.10				P. M. A 2.35	A. M. A 2.50	
	11.15		1.44	2.20 PM				2.23 PM	2.40	
	11.45		2.00	2.37				2.07	2.38	
	12.05		2.15	2.45				1.57	2.18	
	P. M.		A. M.	P. M.				P. M.	A. M.	
	Daily Except Sunday		Daily	Daily				Daily	Daily	
	<b>195</b>		<b>105</b>	<b>103</b>				<b>104</b>	<b>106</b>	
	L 10		6.45	8.25				8.38	8.22	

8 VAN BUREN DISTRICT—VAN BUREN YARD TO NORTH LITTLE ROCK													
STATION Miles from Van Buren	DISTANCE From St. Louis	TIME TABLE No. 4 Taking Effect SEPTEMBER 14, 1923	DISTANCE From Van Buren	STATION Miles	TRAINS—SOUTHWARD								
					FIRST CLASS			SECOND CLASS		THIRD CLASS			
					<b>105</b> Passenger	<b>117</b> Passenger	<b>141</b> Local Passenger	<b>103</b> Passenger	<b>143</b> Local Passenger	<b>167</b> Freight	<b>165</b> Freight	<b>195</b> Local Freight	<b>197</b> Local Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
					A. M. 113.01	A. M. L 3.10		P. M. L 3.30	P. M. L 3.30	A. M. L 4.30	P. M. L 6.00	A. M. L 7.30	A. M. L 7.30
					12.06	3.15		1.00	3.34	4.40	6.10	7.40	7.40
								1.01	3.35			7.42	7.42
					12.17 PM	3.22		1.10	3.45 PM	4.55	6.30	8.05	8.05
					12.27	3.30 PM		1.21	3.55	5.10	6.47	8.35	8.35
					12.42 PM	3.39		1.35	4.07	5.30	7.15	8.55	8.55
					12.53	3.47		1.43	4.15	5.45	7.35	9.15	9.15
					12.53			1.45	4.17			9.31	9.31
					1.10	3.54		1.58 PM	4.28	6.00	7.50	9.55	9.55
					1.25	4.04		2.09	4.40	6.15	8.10	10.50	10.50
					1.30	4.05		2.10	4.42	6.20	8.15	10.55	10.55
									4.57				
									5.05	6.55	8.50		
					2.15	4.27		2.45	5.19	7.19	9.20	12.05	12.05
					2.16 PM	4.28		2.47	5.20	7.20	9.21	12.10	12.10
					2.25	4.33		2.53	5.27	7.30	9.30	12.20	12.20
									5.30			12.25	12.25
					2.38	4.37		3.00	5.37	7.40	9.45	12.50	12.50
					2.40	4.38		3.01	5.38	7.44	9.48	12.51	12.51
					3.30	4.51		3.35	6.10	8.02	10.10	12.30	12.30
					3.35	4.55		3.40	6.15	8.10	10.20	12.40	12.40
					3.41			3.47	6.25			12.50	12.50
					3.45	5.03		3.52	6.30	8.25	11.20	13.00	13.00
					3.50			3.57	6.35			13.15	13.15
					3.55	5.10		4.03	6.41	8.12	11.35	13.25	13.25
					4.08	5.20		4.16	6.55	10.20	12.35	13.45	13.45
					4.18			4.27				13.50	13.50

Bill Pollard collection.



Two story room and board house, used by railroad crews when switch engines worked the branch to Alix on 24-hour shifts. Local residents also ate here. (Credit: Photo by Gene Hull.)



Street view of Coal Hill, Johnson County, 1887



Semi-ghost town view of Coal Hill in June 1961, showing the deterioration after the mines closed and after the railroad was lost. The pole line at far right of picture is along the former railroad bed. (Credit: Photo by Gene Hull.)

