

ARKANSAS RAILROAD CLUB



Little Rock Chapter
NRHS

VOLUME 33 NUMBER 2 FEBRUARY 2002



Little Rock & Western (LRWN) #7736 leads a westbound freight through Houston, Arkansas on its' return trip from Little Rock, January 9, 2002. This line runs on the former Rock Island "Sunbelt" line that until 1980 ran from Memphis through Little Rock to Oklahoma City, terminating in Tucumcari, New Mexico. The line today runs as far west as Danville, Arkansas - the rest of the track west of Little Rock was taken up in the mid 1980s. *(Ken Ziegenbein photo)*

"MOONED" ON THE SANTA FE IN 1899



Engineer Haas, of the Santa Fe Oklahoma Division, was running a northbound freight train a ways south of Mulhall when he rounded a curve and saw the headlight of an oncoming train. Haas applied the air, reversed the engine, and was about to jump for his life when he realized his mistake. The headlight was actually the moon, which was at just the right height and position to fool him. Haas is not the first engineer to be fooled in this way. (*Guthrie, OK Dailey Leader, December 1999, via Philip Moseley*)

REMEMBERING RULES

by: P. B. Wooldridge

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, Missouri, 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 them 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.

2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026)
VICE-PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

NEXT MEETING/PROGRAM

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 \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

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

The next meeting/program of the Arkansas Railroad Club will be held SUNDAY, FEBRUARY 10, 2002 at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be given by PETER SMYKLA, JR and is called "Island Railroadng." He will show slides of his many trips to various islands around the world.

FUTURE PROGRAMS include a speaker from the Little Rock Port Authority, possibly in March or April, and Tom Shook will give a program on gas electrics in April or June.

SHOW AND TELL - Club VP Ron Esserman said he hopes to have a Show and Tell table at all meetings in the future, including the February 10 meeting. If you have anything involving railroads you'd like to share with other people, call Ron at 501-331-2030. I'm sure most of you do.

NEW MEMBERS WANTED - Ask a friend to join the Arkansas Railroad Club. If you need extra copies of newsletters to share, let me know and I'll mail you some.

TRAINWATCHING WEBSITE - A group of Arkansas Railroad Club members have been going to Union Station Sunday mornings (sometimes I come dressed in a suit, ready to go to church at 11) to photograph trains. Sometimes trains

pass through once every 15 minutes, other times less. I've been putting small-sized web photos of this activity, along with other current rail photography around the state (including the Little Rock & Western west of Perry), on the following webpage: <http://www.trainweather.com/sunday.html> Check it out often.

C&S MEANING - Gerald Hook of Russellville said that on page 9 of the January 2002 Arkansas Railroader, Gene Hull talks about Delta and Colorado & Southern Air Lines providing 2 hour service between Little Rock and Kansas City. Actually, Delta Airlines purchased **Chicago & Southern Air Lines** in the 1950s which gave them access to Chicago. C&S to us railroaders means Colorado & Southern while to airline fans it's Chicago & Southern.

LETTER TO THE EDITOR - Dear Editor,

This is an open letter to the membership of the Arkansas Railroad Club. I have been threatening to write this letter for some time, now is the time. As I am not a "formal" officer of this great club at this time, I am an "honorary" board member to keep any projects started during my term as President. This is my second two term session as President and I have been a member of the Board of Directors, and I have come to a conclusion. This organization is at a major crossroads.

2002 finds the Arkansas Railroad Club starting it's 33rd year as an organization. This was the time that this group started as a chapter of the National Railway Historical Society. This group, as it's main function, is to preserve and promote railroad history. Our club has done this. Albeit not to the extent of others and better than others. Here is the problem. Do we continue to do this half-hearted attempt or do we do this a little better than we have been doing? How do we do this? This is where you, the members, come into play.

We have had plenty of excitement over the years. We have had numerous excursions. These range from those great steam excursions on the Union Pacific to those smaller club outings to the Eureka Springs & North Arkansas. We have not done a trip, as a club, in some time. Oh, there have been trips in this area that this club didn't patronize. If that keeps up, there will not be any around to go to. You ask the question, "why haven't there been any trips we could go on?". There are two answers. First, the ones in this area not sponsored by this club, apparently doesn't rate as something that needs to be ridden. Secondly, it's simple, apathy. That just applies to excursions. We have moved forward in another portion of keeping and promoting history.

In the last couple of years the Arkansas Railroad Club has printed and sold about half of the initial press run of the book "Railroad Stations and Trains through Arkansas and the Southwest". This was a new book with a subject that had not been written about. I know it was a worthwhile effort. It's a fantastic book. More people should buy it. The second book was a reprinting of the great Gene Hull classic, Shortline Railroads Of Arkansas. This needed to be done some time ago. Again, another worthwhile effort. Again, we have sold approximately half of the printing. We need to sell more of these too. As a matter of fact, an updated version of this book would be a worthwhile undertaking. Something for someone to think about.

The only other way we have preserved history is by the donation of our monthly newsletters to the NRHS' library and numerous libraries in this area. This is good. I just wonder how long these are kept on file? I wonder how many people read these in those locations? I hope many read them and I fear they are not kept as long as they should be.

This club needs to concentrate on two items at this time. The first is to increase our membership. This is not to slight anyone. However, our membership is aging. Aging faster than we are increasing our membership. For some other reason, membership appears to be dropping. We have lost some to the inevitable passing of time. We can get younger members to offset those losses I believe. We started

on some of those initiatives at the beginning of the year, but I did not follow through with them and they just didn't come to fruition. That is my fault and I take all responsibility. I hope the next President can keep it moving. We will need all of the members to increase the membership. Please think of how you can help and get with an officer of this club.

The second item is a permanent meeting place. I have almost beaten this to a pulp the two times I have been President. Thanks to the graciousness of Tom Shook, we have a place to hold our monthly meetings and a small place to hold what small historical collection we have. Why do we need a permanent location? Just think of all the Arkansas railroad history that has left this state? Think of the history that is still here and we will not be able to save because we do not have a location to store it. I have been asked "what is my angle?". My angle, I would love for the Arkansas Railroad Club to be the clearing house for all Arkansas railroad history. That simple. Just think about it now. If you were to research a subject, where would you start? Who would you call? That is all I see for this organization.

This letter has gone too long. Please accept my apologies. I hope the membership sees these points and puts the pressure on your officers and Board Of Directors to either move forward in a timely and professional manner, or to continue on with a "sippin an singing society". I am ready to do what it takes to completely engulf this hobby. Thank you for your time.

Regards,

John Hodkin Jr.

CHARTER MEMBERS - Here's a list of charter members of the Arkansas Railroad Club. Any corrections appreciated: W.M. ADAMS -- DAVID B. BOGARD -- C.R. BYRD -- WENDELL CHESHIRE -- -- W.E. COUCH -- LeROY GARRISON, JR. -- ANTHONY GRIGSBY -- RICHARD GRIGSBY -- JOHN BASKIN HARPER -- GEORGE HOLT, JR. -- RUBY HOLT, JR. -- CLIFTON E. HULL -- NAOMI HULL -- JOHN L. KEMPLE -- LOUIS R. KOEPPE -- T.W.M. LONG -- JOHN MARTIN, JR. -- R.W. McGUIRE -- JOHN A. MILLS -- PAUL F. MOON -- WALTER J. O'ROURKE -- C.H. OST -- BILL POLLARD -- PHIL POWLEDGE -- BOYD T. PYLE -- WILLIAM K. ROBBINS, JR. -- JERRY RUSSELL -- EARL SAUNDERS -- JACK F. SEE, JR. -- THOMAS E. SHOOK -- JIM WAKEFIELD -- J. HARLEN WILSON -- CAROL WILSON -- STANLEY WOZENCRAFT -- ROBERT B. WRIGHT.

Original officers in 1969 were: President, J. HARLAN WILSON; Vice-President, CLIFTON E. HULL; Secretary, GEORGE HOLT; Treasurer, C. R. BYRD. Original Board of Directors: RICHARD GRIGSBY - Chairman, W.M. ADAMS, ANTHONY GRIGSBY, EARL SAUNDERS. Newsletter editor was JIM WAKEFIELD.

REMEMBERING THE 40S/50S - Got an email from Ken Elliott of Columbus, Texas saying he saw a copy of the Arkansas Railroader and that he grew up in the same neck of the woods that your editor did, namely the Columbus, New Ulm areas of southeast Texas. He sent in the following story about his youthful train watching in that area of Texas. It sounds like some of the things I did, also, and perhaps others in our group had similar childhood experiences.

"I grew up in Houston but spent many summers with kinfolks in the Frelsburg area in the late 40s and 50s. I can well remember going to New Ulm and standing on the back loading dock of Weige store watching, between the outhouses, the passenger trains stop at the depot. If we were going to be in town long enough, I would hang out at the station with Agent Roberts to get a close hand view of the Katy steamers that passed. Many a night I would lay in bed and listen to the engines of the Katy working hard to get over a large hill approaching town. The whistle sounds still haunt me.

Being near Cummins Creek I could also hear the trains of the Southern Pacific crossing the river bridge and going through Columbus with the sounds echoing up Cummins Creek. I was also a regular at the Columbus Depot in the heyday of steam. I can tell you plenty of stories about my experiences. Perhaps we both were present and saw the same things but did not know it at the time.

My love of train developed at an early age. Perhaps it was because my father, who died when I was 5 years old, was a retired engineer of a Sugar Train that ran from Sugarland (Imperial Sugar) to Eagle Lake, through the Colorado Rive

bottoms of the Cane Belt RR of Etheridge, Matthews, Bonus, Egypt, and Bay City. They would pick up the cane from the farms and take it back to the mill in Sugarland. This train also carried some local passengers and I believe it also was the train that folks in Colorado County called the WANGDOODLE. You could see the car for passengers directly hooked behind the tender, with a single front and rear facing bench seat on top of the car with no safety handrail or anything. (Perhaps this was for blacks if there were white passenger riding below?) The seat is right in line with the stack smoke.

I have a picture of the locomotive, Imperial Sugar No. 1, dozing at the station in Sugarland, taken from the fireman side, with my father, the engineer, looking out the fireman side cab window for the photo. It is a large photo that I display over my fireplace and I have misplaced the original and negative from which this was made. Perhaps if you would be interested in seeing this photo, I would be happy to show it to you whenever you are in the New Ulm area and perhaps I could even get you a copy. It is a woodburning American 2-4-2 or possibly 2-4-2, hard to tell from the angle of the photo, that was in service when the picture was taken prior to 1925. An old time sugar mill employee told me 20 years ago that the sugar mill building also in the picture was remodeled in 1925 so the picture had to have been made prior to that time.

I grew up in the east end of Houston and the yards of Hardy Street, Settagast and Englewood were some of my favorite places. I guess steam runs in my blood as my grandfather had a steam powered cotton gin in the Zimmerscheidt area that my mother fired steam boilers to produce electricity (I retired a little over 2 years ago from LCRA). Also 2 or my 3 children were in your father's class at Columbus Elementary. (*Ken Elliott, RRI Box 1683, Columbus TX 78934, marysue@wcnet.net*)

MINUTES - October 14th 2001 (Tammy Hodkin)

The meeting was called to order by President John Hodkin Jr. @ 2:00 P.M. Reports were given by Treasurer Walter Walker, NRHS rep David Hoge regarding the National NRHS dues increase, Cotton Belt Museum spokesman Bill Bailey about 819's rebuilding, Leonard Thalmueller reported the Board Of Directors approved purchase of a TV/VCR combination and a general report on members health that were not in attendance.

Old business was discussed. New business was introduced with the following reported. PJ&S 303 ran on October 2nd 2001. This was the first trip in a year. It was mentioned that a few club members were meeting every Sunday morning at Union Station. It was reported the BNSF has requested trackage rights on the UP from the STB to begin running coal trains to the Entergy White Bluff power plant. John Jones reported on current UP items. Guest Larry Hamilton asked for support from the Arkansas Railroad Club to stop the demolition of the Choctaw freight house that was hidden underneath the May Supply building. This fact was discovered just before the Arkansas Supreme Court ruled against the owner of the May Supply building so the Presidential Library commission could start demolition of said building. The club agreed, overwhelmingly, that a letter of protest be mailed and asked newsletter editor Ken Ziegenbein to do so.

After a break, the Show & Tell program began with Bill Bailey, Ron Esserman & Edward Bubniak. After those presentations, Dr. Bart Jennings presented a slide show. The meeting was adjourned.

November 11, 2001

The meeting was called to order by John Hodkin Jr. @ 2:00 P.M. Reports were given by Treasurer Walter Walker, Cotton Belt Museum spokesman Bill Bailey advising that the 819 had a target date to run of April 2003 and a report on members health was given.

Old business was discussed. This involved the Christmas Dinner being held on December 15th 2001 and that the Choctaw freight house was being demolished. New business included the KCS Christmas Train was going to be in Heavener OK, that the Amtrak Reform Council voted that Amtrak's best bet for the future was to liquidate the current operations, John Jones reported on current UP activity. This included the special UP torch train that was to run through Arkansas. John Jones also reported that the UP company store was going to be opened special hours until Christmas. Also at this meeting the slate of officers for the coming year were announced. They are:

President - Fred Fillers, Vice President - Ron Esserman, Secretary - Tammy Hodkin, Treasurer - Walter Walker
NRHS representative - David Hoge, newsletter editor for life - Ken Ziegenbein, Historian - Gene Hull, Board Of Directors - Stanley Wozencraft and Jim Wakefield. This list was approved by the membership. Especially those that were not present.

The program was given by Gary Johnson of the Museum in Hope that was located in the old MOPAC train station. After a very informative program, the meeting was adjourned.

December 15, 2001

There was no formal meeting held at the annual Christmas dinner except that the officers were officially installed. As in the past, a great time was had by all.

WANTED : FOR SALE OR TRADE

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

WANTED - Information on Henry Meek Rushing. He was employed by the Missouri Pacific Railroad in Okolona, Arkansas. I do not know the exact dates of employment, but sure he was employed with them on July 19, 1928. Any information or photographs will be greatly appreciated. I am also looking for

any information on John D. Rushing. He was employed by the railroad in the late 1800s into the 1930s. Send any information to jonesinvestigations@msn.com or send the information to the Arkansas Railroad Club. Thanks. *Jim Jones.*

WANTED - I gave someone a black and white photo of a steam engine (of the M&NA) with two men standing in front or sides. It was the last train out of Harrison in 1946. The men were A.A. "Ma" Simpkins and D. E. Alexander, Asst. Superintendent. If anyone runs across it, I would like a copy.

Thanks. A. B. Simpkins, 601 Cedar Street, Box 162, Carlin NV 89822-0162.

WANTED - Pre-World War II photos of railroad activity around Felsenthal, Arkansas, once a branch line terminal on the Missouri Pacific. Also any logging railroads or railroads around Arkansas City, now almost a ghost town but once a thriving river port and sawmill town. These are wanted for my own photo collection. Send information to Russ Harrison, 726 Lakeshore Dr, Monroe LA 71203.

RAILROAD ABANDONMENT PROPOSALS

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

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

WEST VIRGINIA - NORFOLK SOUTHERN - To abandon a 0.95-mile line of railroad between milepost MN-0.0 at McCarr, in Mingo County, WV, and milepost MN-0.95 at Nampa, in Pike County, WV. Effective on January 19, 2002. (STB Docket No. AB-290 (Sub-No. 228X, decided January December 14, served December 20, 2001)

MISSISSIPPI - ILLINOIS CENTRAL - To abandon a line of railroad known as the Natchez Spur, between milepost LN 94.48 and milepost LN 98.38, a distance of 3.9 miles in Natchez, Adams County, MS. A final decision will be issued by March 22, 2002. (STB Docket No. AB-43 (Sub-No. 172X), decided December 14, served December 21, 2001)

NEW YORK - NEW YORK CROSS HARBOR RAILROAD, INC - Asked to authorize the abandonment by New York Cross Harbor Railroad, Inc. (NYCH), of the Bush Terminal Yard (a/k/a "First Avenue Yard") and the Harborside

Industrial Center (a/k/a "Brooklyn Army Terminal") (jointly the Tracks and Facilities), in New York, Kings County, NY. (STB Docket No. AB-596, decided December 14, served December 21, 2001)

ALABAMA - CSX - To abandon a 0.56-mile line of railroad between milepost 000-290.2 and milepost 000-290.76 in Athens, Limestone County, AL. Effective on January 22, 2002. (STB Docket No. AB-55 (Sub-No. 602X, decided December 11, served December 21, 2001)

VIRGINIA - NORFOLK SOUTHERN - To abandon a 3.03-mile line of railroad between milepost A-0.0, at Arno Jct., and milepost A-3.03, at Derby, in Wise County, VA (line). Effective on January 22, 2002. (STB Docket No. AB-290 (Sub-No. 220X, decided December 14, served December 21, 2001)

WEST VIRGINIA - NORFOLK SOUTHERN - To abandon a 2.28-mile line of railroad between milepost CR-0.0, at Cedar, Mingo County, WV, and milepost CR-2.28, at Majestic, Pike County, KY (line). Effective on January 24, 2002. (STB Docket No. AB-290 (Sub-No. 226X, decided December 14, served December 21, 2001)

VIRGINIA - NORFOLK SOUTHERN - To abandon a 0.9-mile line of railroad between milepost RC-0.0, at Russell Creek, and milepost RC-0.9, at Caledonia, in Wise County, VA (line). Effective on January 23, 2002. (STB Docket No. AB-290 (Sub-No. 221X, decided December 10, served December 21, 2001)

KENTUCKY - NORFOLK SOUTHERN - To abandon 5.6 miles of its line of railroad between milepost HL-15.0 at Bane and milepost HL-20.6 at Levisa Spur, in Pike County, KY. Effective on January 25, 2002. (STB Docket No. AB-290 (Sub-No. 225X, decided December 18, served December 26, 2001)

NEW MEXICO - BNSF - To abandon a line of railroad between BNSF milepost 196.00 near Loving, NM, and milepost 217.20 near Pecos Junction, NM, and between milepost 0.00 near Pecos Junction, NM, and milepost 25.34 near Rustler Springs, TX, a total distance of 46.54 miles. Effective on January 29, 2002. (STB Docket No. AB-6 (Sub-No. 390X, decided December 18, served December 28, 2001)

VIRGINIA - NORFOLK SOUTHERN - To abandon a 0.63-mile line of railroad between milepost KP-0.0 and KP-0.63 at Kopp, Buchanan County, VA. Effective on January 30, 2002. (STB Docket No. AB-290 (Sub-No. 218X, decided December 19, served December 31, 2001)

KENTUCKY - NORFOLK SOUTHERN - To abandon 1.01 miles of its line of railroad between milepost FC-0.0 at Flanary and milepost FC-1.01 at Apache Coal, in Pike County, KY. Effective on January 30, 2002. (STB Docket No. AB-290 (Sub-No. 224X, decided December 17, served December 31, 2001)

WEST VIRGINIA - NORFOLK SOUTHERN - To abandon a 2.8-mile line of railroad between milepost OH-0.0 at Oak Hill and milepost OH-2.8 at Carlisle, in Fayette County, WV. Effective on January 31, 2002. (STB Docket No. AB-290 (Sub-No. 232X, decided December 18, served December 31, 2001)

VIRGINIA - NORFOLK SOUTHERN - To abandon a 0.66-mile line of railroad between mileposts LT-0.0 and LT-0.66 at Banner, Wise County, VA. Effective on February 5, 2002. (STB Docket No. AB-290 (Sub-No. 213X, decided December 27, 2001, served January 4, 2002)

VIRGINIA - NORFOLK SOUTHERN - To abandon a 2.23-mile line of railroad between milepost HS-0.0 at Oakwood and milepost HS-2.23 at Mills, in Buchanan County, VA. Effective on February 6, 2002. (STB Docket No. AB-290 (Sub-No. 219X, decided December 27, 2001 served January 7, 2002)

IOWA - UNION PACIFIC - To abandon and discontinue service over a 3.72-mile line of railroad known as the Bell Avenue Industrial Lead extending from milepost 221.10 near SE 18th Street to milepost 217.38 near SW 30th Street in Des Moines, Polk County, IA (the line). The line was constructed in the 1880s and includes a railroad bridge that was built between 1893 and 1901. The bridge, located at milepost 219.79, spans the Des Moines River and is known as the Des Moines River Bridge. The Des Moines River Bridge had been in service for approximately 100 years before it was taken out of service on May 1, 2001, due to inoperable conditions. The line has been embargoed since that time. The line is constructed primarily of 115-pound rail, with small amounts of 90-pound rail. It has a maximum speed of 10 m.p.h., except at milepost 219.79 where the line was taken out of service. UP states that the line, exclusive of the Des Moines River Bridge, does not require rehabilitation to meet Federal Railroad Administration (FRA) safety standards. UP estimates that the Des Moines River Bridge would cost approximately \$1,500,000 to bring back into service. The State Historic Society of Iowa has determined that the Des Moines River Bridge is of considerable historical and architectural interest and may be eligible for listing on the National Register of Historic Places. Therefore, SEA recommends that a condition be imposed requiring UP to retain its interest in and take no steps to alter the historic integrity of the Des Moines River Bridge until completion

of the section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f. Effective February 15, 2002. (STB Docket No. AB-33 (Sub-No. 170, decided January 15, served January 16, 2002)

ARKANSAS RAIL NEWS

A&M MAY START DINING SERVICE

(Springdale, December 13, 2001) - The Arkansas & Missouri Railroad bought two Amtrak lounge cars in early December, 2001, and plans to use them in informal dining service on its' passenger excursions between Springdale and Van Buren/Fort Smith if the cities help promote it and are interested. The trains would run from Springdale to Van Buren and return and from Van Buren to Winslow and return, plus other possible options. (*Southwest Times Record, via Ray Dunbar*).

HOPE WANTS AMTRAK STOP

The city of Hope, Arkansas wants Amtrak to stop the Texas Eagle there at the renovated Missouri Pacific depot. The University of Arkansas Cooperative Extension Service conducted the study for the city and its Tourism and Promotions Board last year and presented the final draft in December. The study was passed along to the governing board of Amtrak for

consideration in adding Hope as a stop on the Texas Eagle route that runs between Chicago and Los Angeles. The city has been courting the rail line to add Hope for about a decade, according to leaders with the promotions board.

Areas in and around Hope offer many opportunities for joint promotions, the study notes. The Clinton birthplace home has been restored and is already a viable tourist attraction, and the adjacent visitor center offers interactive exhibits and interpretative programs on history. Other sites include Old Washington Historic State Park, the Civil War capital of Arkansas, and a park that offers insight into a 19th-Century community and events of the Territorial, Antebellum, Civil War and Reconstruction eras of Arkansas history. Millwood State Park is 19 miles away. The Crater of Diamonds State Park is also nearby, as is Lake DeGray Resort and State Park. Also present is the Grandview Prairie Conservation Education Center and the

Southwest Arkansas Regional Archives. (*Hope Star, via Ray Dunbar*)

A&M PASSENGER/FREIGHT COUNT

The Arkansas & Missouri Railroad handled 17,847 passengers in 2001 and moved 38,364 carloads of goods (up from 22,806 in 2000). According to President Larry Bouchet, they should handle over 40,000 car moves in 2002. (*A&M Express, December 2001*)

JENKS SHOP CUTS SHIFT

(North Little Rock) - Union Pacific's Jenks Shops, which repairs locomotives, cut their 3rd shift January 8th saying there was not enough repair business to keep it open all night. Sixty machinists, 19 boilermakers, electricians, and laborers were laid off indefinitely, at least through 2002. They had only 70 rebuilds scheduled when 300 to 400 is usual.

GENERAL RAIL NEWS

RAIL-AMERICA STATS

RailAmerica, Inc., the world's largest short line and regional railroad operator, currently owns 39 short line and regional railroads operating approximately 11,000 route miles in the United States, Canada, Australia and Chile. In North America, the Company's railroads operate in 22 states and six Canadian provinces. Internationally, the Company operates an additional 4,300 route miles under track access arrangements in Australia and Argentina. In October 2001, RailAmerica was ranked 85th on Forbes magazine's list of the 200 Best Small Companies in America; in July 2001, the Company was named to the Russell 2000® Index. (*RailAmerica press release*)

U.S. RAILROAD STATS 2001

The Association of American Railroads

reported the following cumulative totals for U.S. railroads during the first 51 weeks of 2001: 17,027,842 carloads, down 0.7 percent from last year; intermodal volume of 8,831,394 trailers and containers, down 2.4 percent; and total volume of an estimated 1.4689 trillion ton-miles, up 1.1 percent from last year's first 51 weeks. Railroads provide more than 40 percent of the nation's intercity freight transportation, more than any other mode, and rail traffic figures are regarded as an important economic indicator.

LOTS OF NEW CONSTRUCTION

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that, consistent with an evolving trend in recent years, there is an unprecedented number of railroad line construction

proposals--11 in all--currently under Board review. The proposals vary in size, scope, and location, and involve both Class I and shortline railroads. These rail construction projects have been proposed to enable railroads to continue to provide safe and efficient freight transportation service by adding freight rail infrastructure.

Pending new construction cases are: 1) A Burlington Northern Santa Fe Railway (BNSF) proposal to construct a 7.8-mile rail line to provide alternative rail service to the Union Carbide Corporation industrial complex in Seadrift, Texas; 2) an Illinois Central Railroad proposal to construct a 3.2-mile line in East Baton Rouge Parish in Louisiana to provide alternative rail service to an ExxonMobil chemical plant; 3) a Norfolk Southern Railroad proposal to build

4.75 miles of new track and rehabilitate 11 miles of an existing line to provide alternative rail service to the Keystone Electrical Generating Station in Shelocata, Pennsylvania; 4) a 1.8-mile construction proposed by CSX Transportation, Inc. in Walbridge, Ohio to connect the former Conrail Stanley Yard Eastern Running Track to a CSX main line; 5) Dakota Minnesota & Eastern Railroad Corporation's proposal to build approximately 280 miles of new line and rehabilitate 600 miles of its existing line to provide new rail access to the low-sulphur coal reserves in the Powder River Basin; 6) Midwest Generation's proposal to construct a rail line approximately 4,000 feet long to the Joliet power station in Illinois; 7) the Alamo North Texas Railroad's proposal to provide new rail service to limestone quarries in Texas by constructing a rail line approximately 2 miles long; 8) the San Jacinto Rail Limited-BNSF proposal to provide alternative rail service to the Bayport chemical complex near Houston, Texas by constructing a 12.8-mile line; 9) a Six County Association of Governments proposal to construct a 43-mile line between Salina and Levan, Utah to provide rail service to shippers in the region; 10) a Pemiscot County Port Authority plan to construct a 5-mile line to connect Port Authority facilities with a BNSF line at Hayti, Missouri; and 11) the Great Salt Lake and Southern Railroad's proposed construction of a 32-mile line in Tooele County, Utah ancillary to the creation (subject to approval by the Nuclear Regulatory Commission) of an interim storage facility for spent nuclear fuel.

TRUCKS/CROSSING SAFETY

Here is an excerpt of a letter to the editor to some newspaper recently regarding an editorial by the paper blaming railroads for crossing accidents when trucks are involved. While I didn't see the original editorial, sometimes I wonder where some anti-railroad newspaper writers get their brain cells....maybe they were cloned from chickens.

"I read with concern your comments in the Sumter County "Times" of Jan. 3rd, 2002. Thousands of trucks carry hazardous materials on the highways of our nation, at speeds exceeding the 50mph you refer to in

the article, without apparently attracting your attention. You seem to have no qualms about these trucks causing a disaster by running off the road or otherwise becoming involved in an accident.

In contrast, I am very worried about the safety of trucks and prefer to see as much freight as possible travel by rail. While rail crews operate under a strict hours of service law, which is violated exceedingly rarely because the fines are in the thousands of dollars and the Federal Railroad Administration is stringent in enforcement, truckers operate under a more liberal regulation that is often enforced only when a police officer has occasion to examine a driver's (sometimes forged or non-existent) logs. Due to the overworked nature of our traffic police, this is most often in the course of a post-accident investigation -- a true example of closing the barn door after the horse has escaped. The result is a long, well-documented, series of accidents caused by truckers asleep or drowsy at the wheel of trucks -- vehicles just as deadly as the much-heavier trains which scare you. But because truck accidents, like all road accidents, are so common, they hardly make the news unless they are unusually deadly, and they are taken absolutely for granted as the cost of driving. On the other hand, derailments are relatively rare occurrences compared to the number of trains that operate across the nation, and most people have little connection to the freight railroads, and therefore each attracts attention and appears to be a considerable problem requiring immediate action.

I am especially concerned because the incident of December 28th that resulted in your comments was not the result of any error or negligence on the part of the railway but because a truck was blocking the crossing at a time when the gates and warning bells and lights were functioning. Whether or not the truck was in that location due to an error or sheer bad luck, trains are not designed to stop for objects blocking the tracks. That is the case whether a train is going 15mph or 50mph -- a heavy train, even at slow speeds, has a stopping distance measured in several hundred or thousands of feet. The laws of physics are absolutes that cannot be ignored or contradicted by the laws of man, however well-intended.

To blame the railways for a truck being in a location where it is not intended or expected would be similar to blaming a motorist who struck a person who was illegally walking in the driving lanes of an Interstate highway. Your solution -- lowering the rail speed limit -- would be akin to allowing pedestrians on the Interstate but lowering the speed limit to 35mph. The true solution to incidents like that of December 28th is not to slow down the vital rail commerce of the nation but to ensure that people simply obey the existing law and do not (1) trespass on the line where there is no crossing or (2) use a crossing when the gates are down and signals are warning of an approaching train. Many people who would never dream of walking on an Interstate walk along active train tracks. Many motorists who never run red traffic lights feel the need to ignore the red lights of rail crossings and go around the gates that are blocking the tracks for their own protection. On the other hands, the crews of trains have absolutely no desire to become involved in a collision, and often feel the trauma of guilt for "causing" a death even though there was nothing they could do to prevent the collision." (Written by John Bredin - parts omitted).

TIES-TIES-TIES

Here's a rundown of the number of new crossties six Class I railroads plan to install in 2002: **BNSF** will install a total of 2,224,128, just behind 2,490,900 in 2001. Of those, the railroad will be putting down 1,873,788 wood ties, down from 2,170,415, and 350,340 concrete ties, up from 320,435 in 2001. - **CN** will be putting down 901,100 crossties in 2002, up from 821,000. That includes 850,000 wood ties, up from 765,000; 20,900 concrete ties, up from 16,000, and 200 plastic or alternative ties. Relay ties will decrease to 30,000 from 40,000 last year. - **CPR** plans to install 808,000 crossties in 2002, up from 793,237 last year. This includes 798,000 new wood ties and 10,000 relay ties. - **CSXT** plans to install 3,051,595 new crossties in 2002, a slight drop from 3,199,976 last year. This includes 2,976,595 wood ties, down from 3,125,000, and 75,000 concrete ties, virtually the same as 74,976 installed this past year. - **NS** will install 2,669,122 ties in

2002, including approximately 2,580,000 new wood ties and 89,122 relay ties. The 2001 total was 1,500,182, including 1,455,962 new wood ties and 44,220 relay ties. - In 2002, UP will install 4,860,000 ties, a major jump from 3,6575,000 ties in 2001. The great majority will be wood, totaling 4,450,000, up from 3,400,000 last year. Also included are 250,000 concrete ties, up from 246,000, 10,000 steel ties, up

from 5,000, and 150,000 plastic/alternative ties, up from 15,000. The railroad also plans to put in 20,000 relay ties, an increase from 15,000 last year.

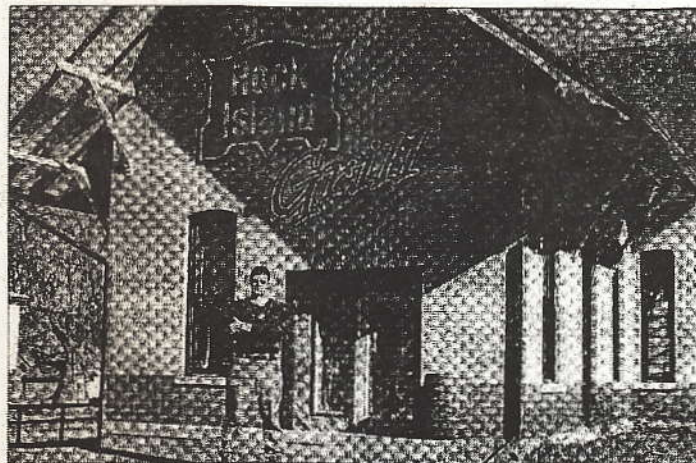
NEW CROSSING HORNS

A new type of warning device will be installed at several crossings in Illinois this year to see if they can improve crossing

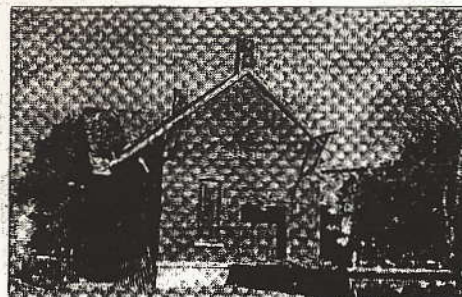
safety. The horns, mounted on poles at nine rail crossings, will blast an 80-decibel warning at approaching vehicles with nearby houses not hearing anything. That would eliminate the need for engineers to blow at these crossings. (*Chicago Tribune, December 12, 2001 via Dan Barr of Houston, Texas*)

ROCK ISLAND GRILL

(*Oskaloosa, Iowa*) - The old Rock Island depot at Oskaloosa, Iowa was renovated and turned into a restaurant by Mike Nolan in December of 2001. It was built in 1876 and served as the Rock Island depot until the late 1930s and since then was used at different times as a freight warehouse and for storage. It sat virtually empty since the 1970s until bought by Mr. Nolan in 1996 and renovated. An unusual feature is the curved chimney. Oskaloosa, Iowa is the birthplace of Jim Johnson. (*Monroe County News, November 20, 2001 via Jim Johnson*)



BEFORE AND AFTER. Mike Nolan stands in front of the restored Rock Island depot now his Rock Island Grill Restaurant located in Oskaloosa. Below is pictured the building before it was restored. Nolan literally took a skid-loader and pushed the interior of the building out the wide front door.



THE CURVED chimney is a crowd favorite.

McDonoug
Wednesday No

AMTRAK NEWS

AMTRAK 'LOSES' - HIGHWAY 'INVESTMENTS'

Under Amtrak's accounting methods, it's hard to separate national and regional overhead expenses from train operating costs. As a result, the figures don't provide a clear indication of how the trains would perform if they were run by someone else. Amtrak critics focus on how much taxpayers contribute for rail service. Rail backers say public investment in Amtrak is dwarfed by government spending on roads and airports. "No railroad in the world recovers its costs if they're all added into the equation," said Jim RePass, president of the bipartisan National Corridors Initiative. He said the idea that taxpayers subsidize rail and not highways "has been sold by the highway lobby and the Libertarian/Cato Institute people who just hate rail . . . on an ideological basis."

There is also the funny way Amtrak allocates costs to individual trains. You'd think they would just allocate costs of directly operating each train, but they apparently don't. Take the case of the Hiawatha. It's not clear how much of Amtrak's overhead is charged to the Hiawatha, a long-standing point of concern among passenger advocates and states that help pay for trains. Although Amtrak attributes \$3 million of Hiawatha expenses to "system costs," that only covers the route's share of expenses for the national headquarters in Washington and intercity unit headquarters in Chicago, Amtrak spokesman Bill Schulz said. All other costs are divided among each train's operating expenses, he said. That means the Hiawatha budget includes a share of Amtrak's national reservation system - even though the Hiawatha runs don't take reservations. Because of that kind of accounting, Wisconsin officials don't believe the figures really show how profitable each train is, said Ron Adams, state Department of Transportation rail chief.

In the case of Amtrak, they allocate all their overhead to all their individual products; which in this case is their trains. Allocation of NEC related costs to the

Sunset, for example, will vastly distort the profit or loss of the Sunset. The only way that you will get a true picture of whether a train is profitable or not is by directly allocating only the revenue and direct costs of operating the train. Revenue is simple....it is the amount of ticket sales of a particular train plus any mail and express revenue it receives.

Expenses, should be labor costs of operation, equipment costs, station maintenance costs and payments to the host railroads. Equipment cost should be a straightforward charge per unit-per mile. This is the way Metro-North does it. Thus if the Sunset has 12 cars and three locomotives, it would be charged 15 times "X", where "X" is the cost per unit, times "Y", which is the number of miles traveled. Very simple; no hidden costs.

If you follow this scenario, the cost of operating the Acela Express or any high-speed corridor train is going to be more than the cost of operating a train such as the Sunset, because everything being equal, the Sunset only gets charged a fixed cost to the host railroad, which diminishes with poor on-time performance, where the Acela Express gets charged a cost of maintaining the very expensive NEC right of way in lieu of a railroad charge.

This is why I truly believe that the long distance, interregional trains are cheaper to operate than the high-cost, infrastructure intensive so called high-speed corridors.

Amtrak has clearly bent the figures to show the trains they want to promote doing well and the trains they want to get rid of doing poorly, by allocating overhead and infrastructure costs to all trains, whether they apply or not. GAO just takes the figures Amtrak gives them and spits out a report based upon them.

Those who are preoccupied with Amtrak operating without public funding are dooming it. Government pours billions into other forms of transportation--roads primarily, at \$10 million to \$20 million per mile for highways, and the airlines just got a nice \$15 billion kiss from Uncle Sam, too. Yet rail has to pay its own way? JEERS to that. James E. Coston of the Amtrak Reform

Council said "Our highway and civil aviation systems are not profitable, nor do we expect them to be," he says. "Why then should we place this commercial burden on Amtrak?" Michael Dukakis, the one-time presidential candidate and now chairman of Amtrak, said as much in

Chicago this week at the City Club. Coston likens Amtrak's order to make a buck to forcing a shoe manufacturer to be profitable using 1920s technology. What is needed, he says, is serious investment in equipment such as tracks, which would allow faster trains and reduce time waiting in cornfields for freight trains to go by. Says Coston: "Transportation is no different than any other area of human activity: you may not always get what you pay for, but you definitely do not get what you don't pay for." *(Above taken from the December 30, 2001 - CHICAGO SUN-TIMES, part from the Milwaukee Journal Sentinel - Dec. 27, 2001 and part from Howie Dash, an accountant on a rail-oriented email list)*

FORT WORTH SANTA FE DEPOT

With the completion of the new Intermodal Center in Fort Worth, where commuters can now take a train all the way from Fort Worth to Dallas and Amtrak passengers will board and disembark their trains, the old Santa Fe Depot, used by the Texas Eagle and such trains of the past as the Texas Chief, will be left vacant (but probably developed into something else). Yes, the Santa Fe depot will pass into history as an operating passenger depot. Constructed in 1899, Union Depot is/was the oldest depot in Texas for continuous uninterrupted service as a "passenger" station. Future plans for the depot are uncertain at this time.

UTU WEIGHS IN ON PASSENGER TRAINS

The UTU newsletter said Congress must commit to providing Amtrak with a permanent, reliable and sufficient form of direct federal funding that includes enough money to hire competent managers with appropriate experience in rail-service

planning, operations and marketing. Independent analysis too often has found Amtrak's Washington, D.C.-based managers lack basic skills necessary to reduce travel time, increase service frequency and deliver customer-driven, world-class service. So many lawmakers have lost faith in preserving Amtrak that it is unlikely Congress will ever provide Amtrak, as it is currently structured, with a reliable and sufficient form of funding.

FREIGHT RAILROADS IN PASSENGER BUSINESS?

The UTU has learned that two of the

nation's largest privately owned freight-rail systems -- Norfolk Southern and Union Pacific -- have commenced internal studies to determine how and under what circumstances they might again operate passenger trains. At Kansas City Southern, another major freight-rail system, CEO Mike Haverty said that KCS supports "the concept of public-private partnerships," which could benefit rail passenger service. (*Byron Boyd of UTU, Jan 7, 2002*). (Anyone else have any knowledge of this?)

NATION'S OLDEST CONDUCTOR DIES

January 15, 2002 - Dennis Corsale, the Number One seniority conductor on the Amtrak system, passed away this morning. He was still an active conductor working on the Rensselaer-NY Penn route daily at 80 years old. Dennis suffered heart trouble at Christmastime and spent the last few weeks in intensive care. Dennis previously worked for the D&H, were his younger brother Joe (age 66) still works in freight pool service from Saratoga to Montreal. Truly the end of an era.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

TEXAS - FORT WORTH - MARCH 16, 2002 - Region IX of the National Association of Rail Passengers will be having a very important meeting in Fort Worth March 16, 2002, and ANYONE interested in promoting rail travel is invited to attend - you DON'T have to be a NARP member. It will be held at the brand new Intermodal Transportation Center, 901 Jones Street, which serves as the Trinity Rail Express station on the newly opened Fort Worth to Dallas light rail system. The hotel: Clarion Hotel, 600 Commerce Street, 817.332.6900, Ask for NARP/TXARP rate, which is \$69. Contact: geeslin1@mindspring.com, or write: Tim Geeslin, 2205 Marvin Gardens, Arlington, TX 76011. Or call Bill Pollard at 501-327-7083. Region IX of NARP includes Arkansas, Missouri, Oklahoma, Kansas and Texas. The meeting is scheduled so that members from other states can travel to Fort Worth via the Texas Eagle on Friday March 15, attend the meeting on Saturday, and return home on Sunday March 16. Fort Worth just opened their new Intermodal Transportation Center, an impressive new train station which is the largest constructed since New Orleans Union Passenger Terminal in 1954. Trinity Railway Express offers frequent service (using double decker cars, push-pull) between Fort Worth and Dallas, and beautifully restored Budd RDC cars handle shorter schedules out from Dallas. The DFW metroplex on March 15-16-17 offers a great opportunity for a weekend of rail advocacy work, train riding, and visiting with others of similar interest.

ARKANSAS - PINE BLUFF - APRIL 6, 2002 - Railroadiana and Model Train Show - The Cotton Belt Rail Historical Society, Inc. will have it's annual show and sale on Saturday, April 6, 2002 from 9 a.m. to 4 p.m. Location will be the Arkansas Railroad Museum, Hwy 65B and Port Road. Tables are available (8-ft) for \$15 each. Admission will be \$4. Door prizes will be awarded. For table rental or for more information, contact Joe McCullough, CBHRS, PO Box 2044, Pine Bluff AR 72613-2044 or call the Arkansas Railroad Museum, 870-535-8819 or Gerald Cooper, 870-839-2501.

TENNESSEE - OAK RIDGE - APRIL 6-7, 2002 - The Southern Appalachia Railway Museum will conduct their 4th **Annual Railroad Photography Weekend** on April 6 and 7, 2002. Their base is Oak Ridge, Tennessee at the former K-25 Manhattan Project facility. On the 6th, there will be regular trips at 10 a.m. and noon with the photo trip at 2 p.m. with frequent stops. They hope to use the S-2 and have a working freight behind the passenger train using their RS-1. On April 7th, a photo freight, with riders in the caboose, will run on the Kentucky & Tennessee/Big South Fork Scenic at Stearns, Kentucky. Prices range from about \$20 on Saturday trips to \$40 for the Sunday trips. Contact former Arkansas Railroad Club president Bart Jennings for more information - bjennin1@utk.edu or SARM, PO Box 5870, Knoxville TN 37928. Their website is: <http://www.techscribes.com/sarm>

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues).

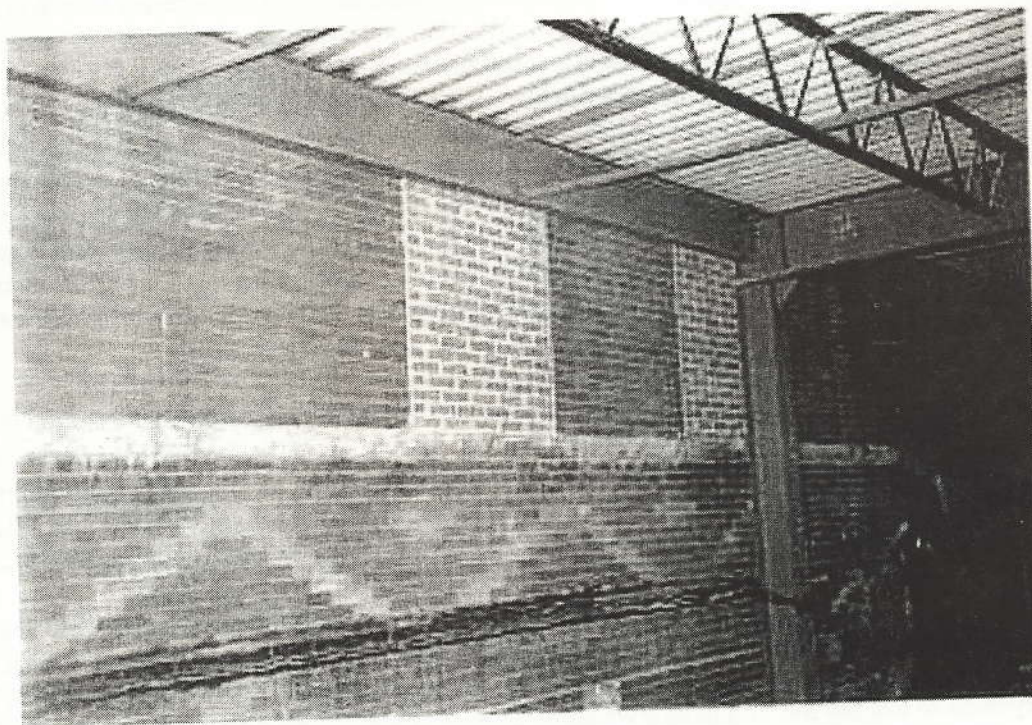
NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.



One last photo of the former Choctaw Freight Depot that was demolished in Little Rock the day before Thanksgiving, 2001 for the Clinton Presidential Library. This scene shows the "Diamond Jim" brick pattern. (Kelli Peters photo, November 2001)

LITTLE ROCK & WESTERN RAILWAY, L.P.

The following Little Rock & Western Railway information came directly from the web site, <http://www.rail-management.com>.



The Little Rock & Western Railway, L.P., a Class III revenue carrier, was formed and began operations on June 1, 1980 as an interim operator owned by Green Bay Packaging Corporation. Operations began in the old Rock Island Depot at Perry until fall of 1983, when a new office was completed south of the tracks across from the old depot.

All track from Little Rock to Danville was formerly owned and operated by the Rock Island Railroad but was abandoned when the Rock Island closed down. The track between Little Rock and Perry, Arkansas (44 miles) was purchased from the Trustee of the Rock Island Railroad in October, 1981. In 1981/1982 the track was rehabilitated and up-graded to FRA Class II track standards at a cost of \$1.5 Million. In 1986, an agreement was made with Continental Grain for the LRWN to lease and operate 35 miles of track between Perry and Danville, Arkansas.

An engine inspection pit and engine shed were completed in late 1984 and early 1985 and the old depot was converted into the locomotive shop. LRWN handles most repairs and inspections in house with larger repairs being completed by Union Pacific in North Little Rock, Arkansas.

The railroad's major customers are Arkansas Kraft Division of Green Bay Packaging Corporation, which operates a linerboard paper mill near Perry and Wayne Poultry and Feed, a division of Continental Grain, which operates a feed mill at Danville, AR.

Facilities

Office, Perry, AR
Locomotive Shop, Perry, AR
Rail Yard, Perry, AR

Connecting Railroads

Union Pacific, North Little Rock, AR
Burlington Northern Santa Fe, Pulaski, AR

Little Rock & Western Railway, L.P.
306 West Choctaw Avenue
Perry, AR 72125

Mailing Address:

P.O. Box 146
Perry, AR 72125-0146

Phone Numbers:

(501) 662-4878
FAX: (501) 662-4783

Perry, AR

O.A. (Alan) Wagoner, Manager

Phone

(501) 662-4878

Fax

(501) 662-4783

Dean Whatley, Customer Service

David Edmonson, Sr. Trainmaster

Steve Marsh, Trainmaster

Ed Price, Mechanical Supervisor

Bob Sandage, Consultant

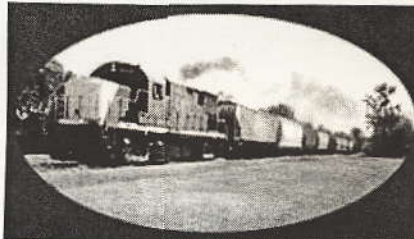
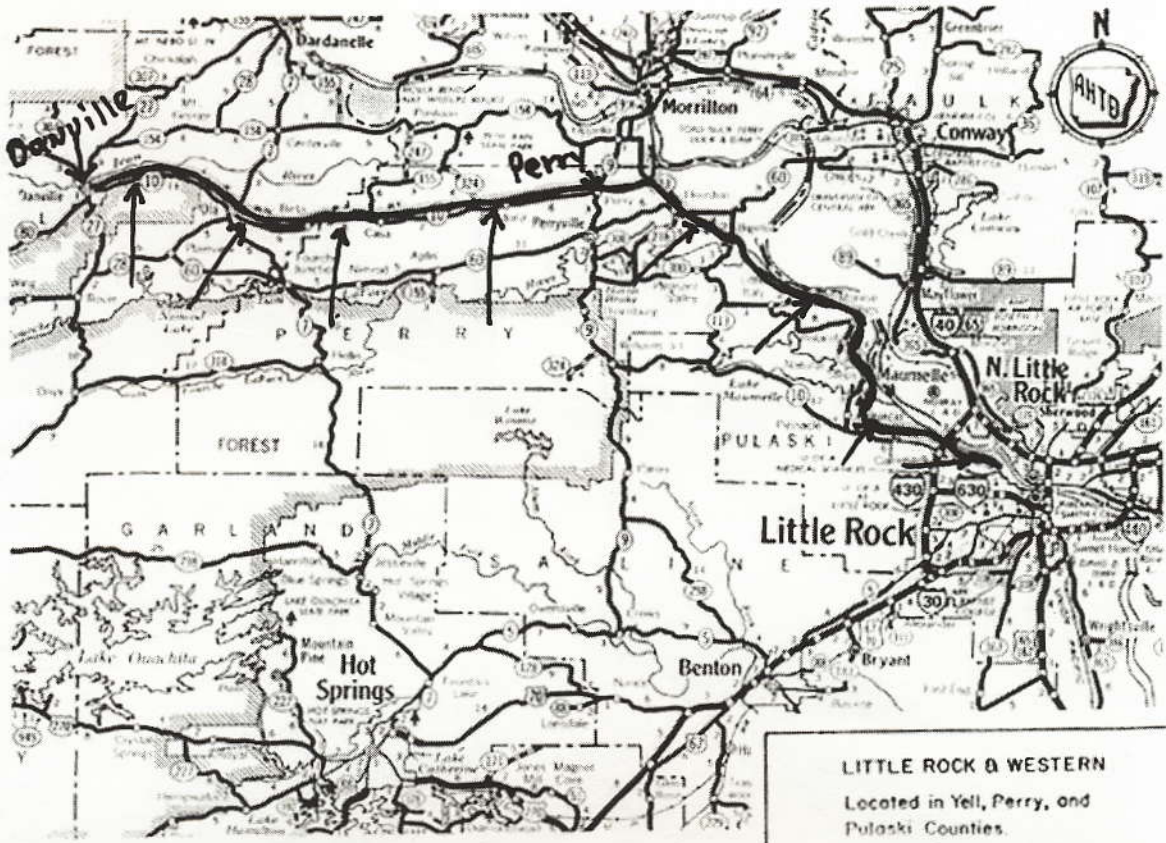
Email: LRWN@Rail-Management.com

Mainline Miles	79
FRA Track Classification	Class II
Operating Speed	20 MPH
Maximum Weight on Rail	270,000 lbs
Number of Employees	10
Annual Carloads	7,000
Major Commodities Handled:	
Commodity Group	% Total Carloads
Grain	35%
Paper	59%
Number of Locomotives	4
Number of Freight Cars Owned or Leased	550
Number of Trains Operated Per Week	12
Number of Bridges	50
Number of Grade Crossings	108 (54 public-54 private)

Station	Milepost	FSAC	Customers	Facilities	Interchanges
Pulaski, AR (Little Rock)	141	8		5000 ft. storage tracks	BNSF, UP
Maumelle, AR	150	7		750 ft. storage tracks	
Roland, AR	160	5		5000 ft. storage tracks	
Bigelow, AR	172	3		3400 ft. storage tracks	
Houston, AR	177	2		500 ft. storage tracks	
Perry, AR	184	1	Arkansas Kraft Amerigas Koch Chemicals	6500 ft. storage tracks General Offices Locomotive Shed, Inspection Pit and Diesel Fueling Station	
Homewood, AR	194	103		3500 ft. storage tracks	
Ola, AR	209	115	Deltic Timber	1000 ft. storage tracks	
Danville, AR	219	120	Wayne Feed	2500 ft. storage tracks	

Operating Schedule:

LRWN operates trains seven days per week between Perry and Little Rock and five days per week between Perry and Danville.



LRWN Equipment

Select A Link

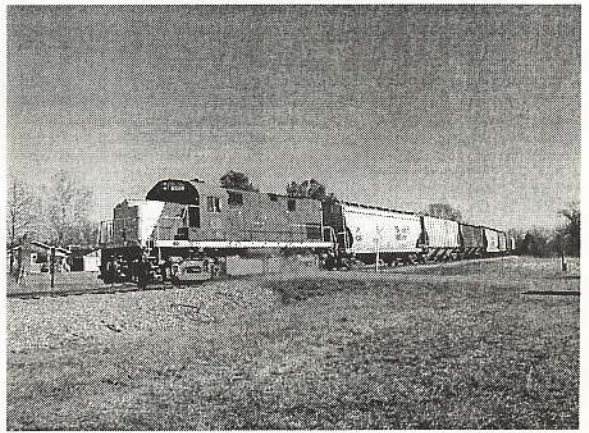
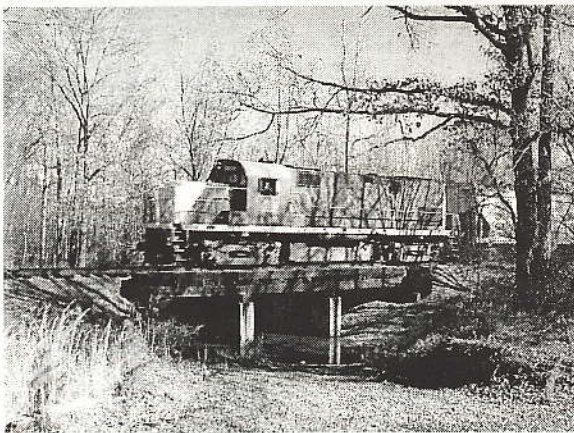
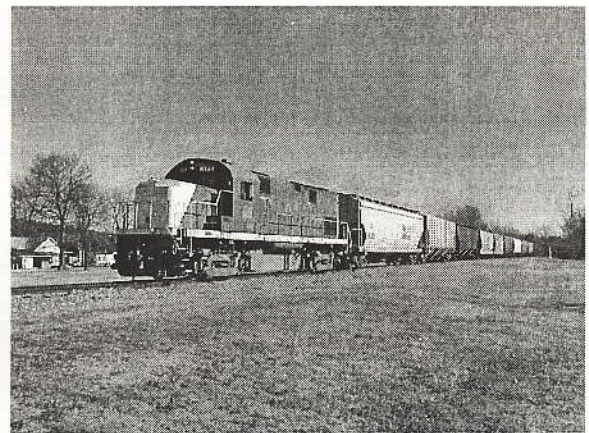
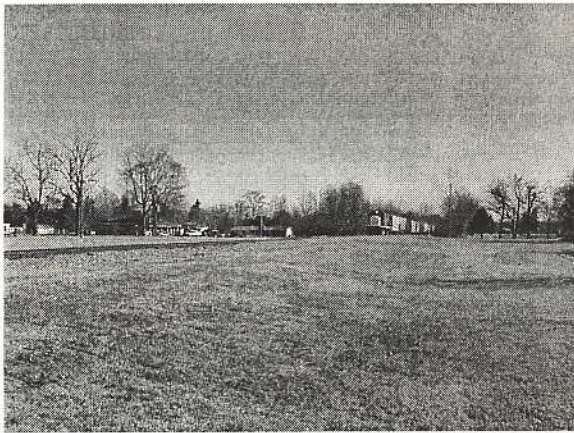
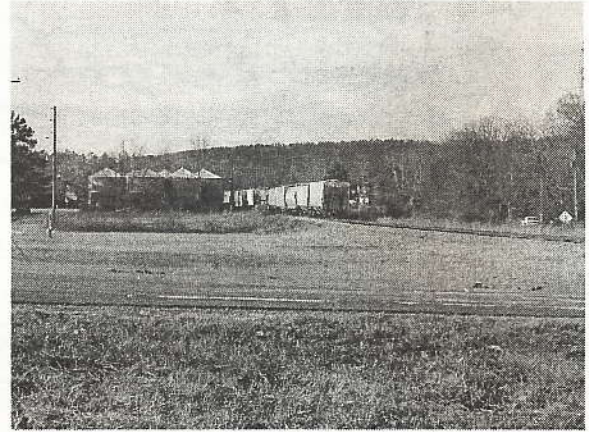
Locomotives-4 Total

Unit No.	Builder	Model	Horsepower
101	Alco	C-420	2000
102	Alco	C-420	2000
7736	EMD	GP-8	1650
103	EMD	GP-9	1650

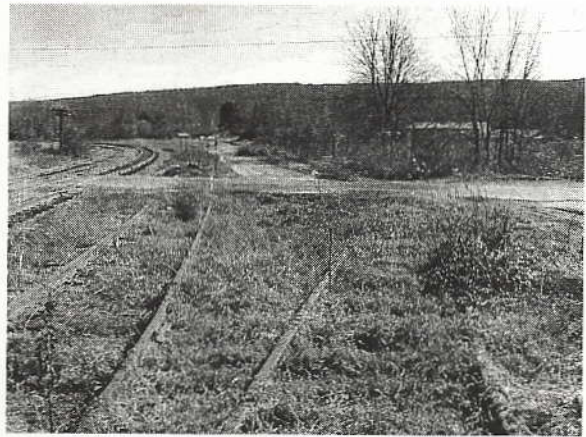
Freight Cars Owned or Leased

Type	Number
Boxcars	550

These photos along the LRWN were taken by Ken Ziegenbein on January 9 and 14, 2002.



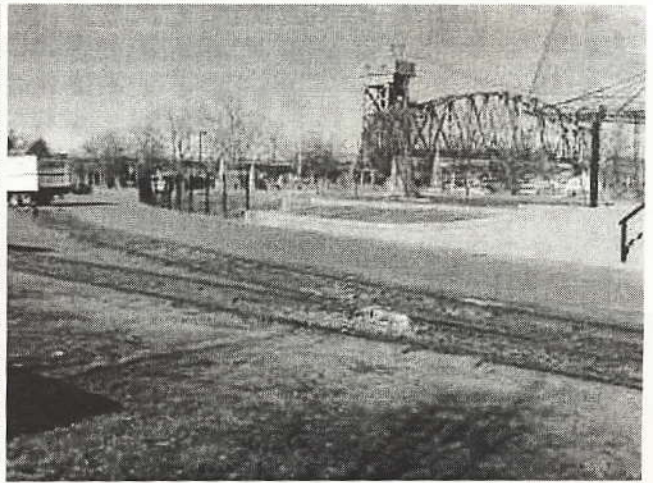
UPPER LEFT - The original Rock Island depot at Perry, Arkansas, now used by the LRWN as a storage and crew change point. **UPPER RIGHT** - Westbound LRWN going through Houston, Arkansas returning from Little Rock, January 9, 2002. **MIDDLE LEFT & RIGHT** - Westbound through Adona, Arkansas, which is west of Perry, going to Danville, January 14, about 11:05 a.m. **LOWER LEFT** - Crossing a small trestle 1 mile east of Casa, January 14. **LOWER RIGHT** - Through Birta, 11:40 a.m.

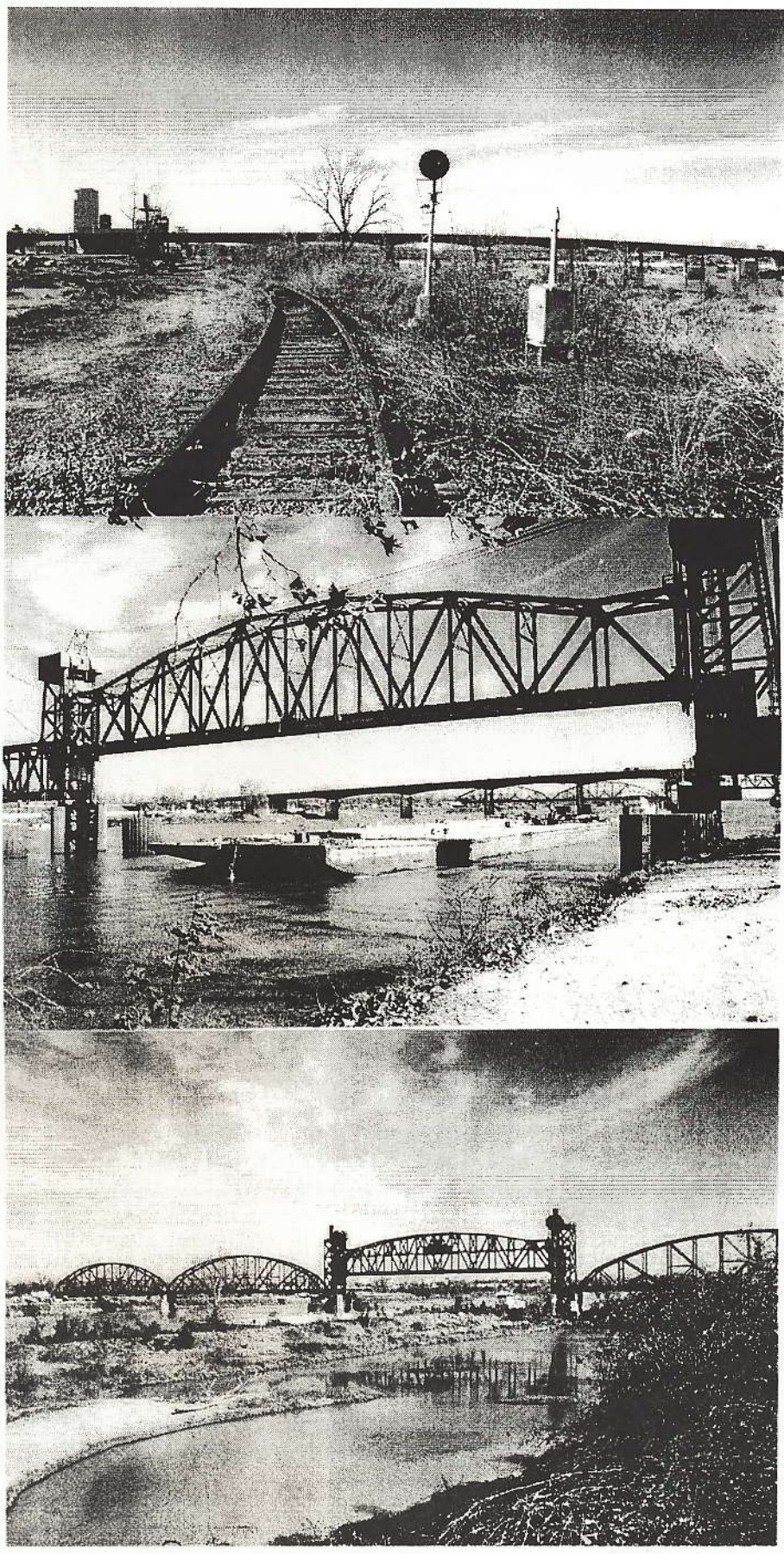


UPPER LEFT - Entering the east part of Danville, 12:20 p.m., January 14, 2002. **UPPER RIGHT** - There are still old Rock Island tracks west of Danville. One rail had a date on it of 1923. **LOWER LEFT** - End of the line. LRWN has stored some cars on this section. **LOWER RIGHT** - Looking west from the end of the line. The highway bridge is state Highway 27.

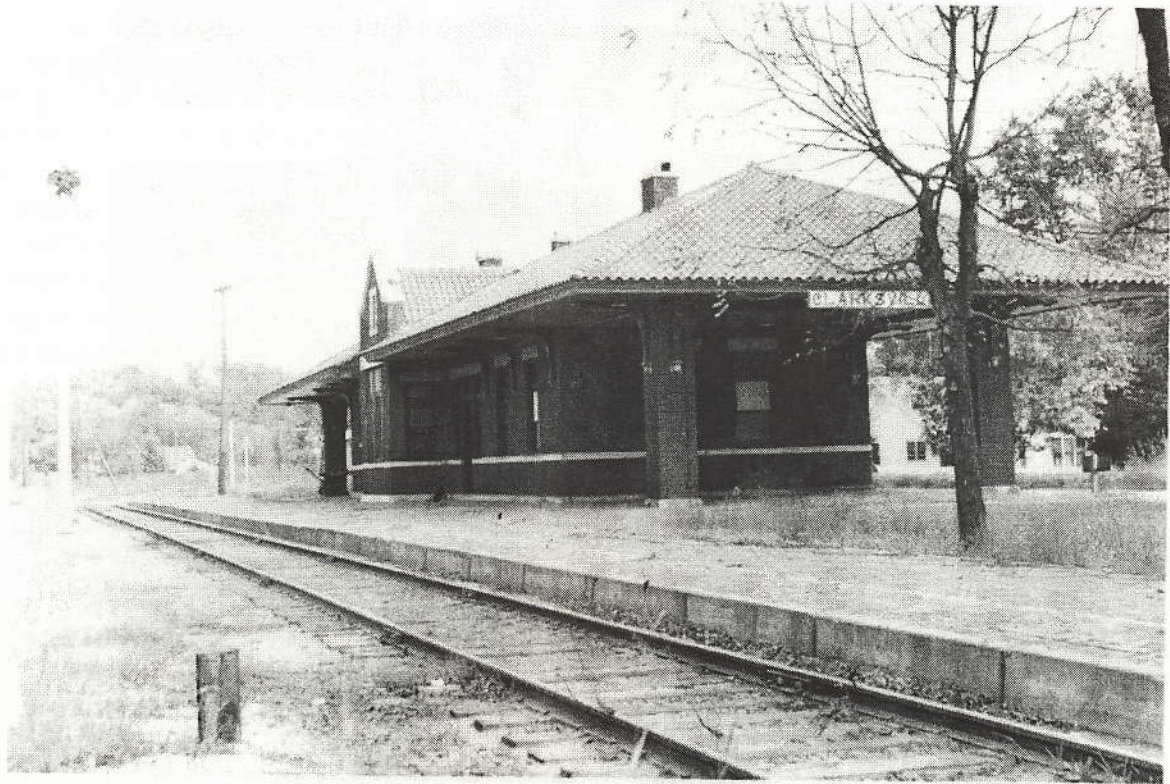


December 28, 2001 was the last day Union Pacific owned this bridge across the Arkansas River between Little Rock and North Little Rock (the Junction Bridge). This was a former Missouri Pacific line. Now UP only has the Baring Cross bridge to operate on, although they haven't had but one or two trains a month crossing the Junction Bridge in recent months. UP gave the bridge to the City of Little Rock after the STB approved its' abandonment. The City took it over officially December 29, according to one source. It is to be made into a pedestrian bridge with an elevator in the middle to get over the span lift, which will remain permanently open due to barge traffic. You can see parts of the track going to the bridge taken from the River Market in Little Rock as well as the Alltel Arena across the river in North Little Rock. The three photos on the next page, taken by John Jones, shows the abandoned Missouri Pacific track slated to be taken up for the Clinton Library in Little Rock looking east toward Little Rock plus two scenes of bridges...the upper one shows the Junction Bridge from Arkansas River level with a barge...the lower right one shows the old Rock Island bridge from a distance east of the bridge.





ARKANSAS RAILROADER - February 2002



Clarksville, Arkansas Missouri Pacific depot, taken in 1961 by Gene Hull.

DEPOTS IN ARKANSAS - CLARKSVILLE (Missouri Pacific)

by: Gene Hull

This standard Mo. Pac. station, red brick with red clay tile roof, served the Johnson County town of Clarksville, a prime peach producing area, which required a 24-hour-a-day switch engine during peach harvest.

This town was just a small village in 1836, when Arkansas became a state. It was named for one of the early settlers, Lorenzo N. Clark. The LITTLE ROCK & FORT SMITH RAILROAD laid rails into town in 1873, and the place became the western terminal for four years.

During the "peaceful" days before World War II, Clarksville was served by two named passenger trains - RAINBOW SPECIAL (Nos. 124 & 117) with a sleeper, dining car and coach, and SOUTHERNER (Nos. 116 & 125) with a sleeper, coaches and a diner-lounge.

The first train arrived in 1873 and the last train ran 28 March 1960. A freight remained at the depot and the waiting rooms were leased by Continental Trailways bus company. When freight business ceased in the 1970s, the Chamber of Commerce took over the depot. Rails were removed on the Clarksville Branch in May 1989.

ARKANSAS PRIVATE ENTERPRISE

by: Gene Hull

On 26 October 1918, United States Commissioner E. P. Mathes of Jonesboro, assisted by special agents of the Missouri Pacific and a local police officer, boarded Missouri Pacific passenger train No. 5 and No.17 southbound searching for bootleggers.

They arrested one white man, six black men and three black women. They all had suitcases and grips filled with 250 bottles of whiskey. One black woman wore a garment like slipover with pockets on front and back filled with bottles weighing 100 pounds.,

Those arrested said the whiskey was needed to prevent the influenza. (Early flu shots? AUTHOR).

From the Arkansas Gazette 26 October 1968

PAY BY THE TON

by: Gene Hull

Prior to 1892, most railroads in the United States had a very inefficient method of charging for freight shipments. They charged by the carload. This made it impossible to check reports of lost freight and over charging.

At that time, John H. Harris was an assistant general superintendent on the Denver & Rio Grande in Colorado. He knew there must be a better way of charging and reduce the financial loss from the flood of claims.

He finally decided to establish freight rates by the TON! This proved to be very successful, and eliminated one of the greatest leaks in railroad management.

The Rock Island put the system in use immediately. The Union Pacific quickly did the same. By the year 1900 practically every railroad in the nation was using the tonnage freight rate.





On December 13, 2002, the Salt Lake Olympic Torch Relay Train, run by Union Pacific, came through Arkansas. The top scene shows the Cauldron Car torch in Texarkana, in a predawn, dense fog. The bottom photo shows the train pulling into Malvern about 2 p.m. that same day after ceremonies in Texarkana and Arkadelphia. It arrived in Little Rock at 4 p.m. *(John Jones photo)*