



# ARKANSAS RAILROADER



VOLUME 38 NUMBER 6 JUNE 2007



**ABOVE** - Delta Southern No. 103 in the weeds near Tallulah, LA.  
**LEFT** - DS No. 100 at Lake Providence, LA. *Both photos taken May 4, 2007 by Tammy Hodkin.*



GE-UP 7605 in North Little Rock, Arkansas on May 14, 2007. (John C. Jones photo)



Ashley, Drew & Northern No. 150 taken in August 1972 by Terry A. Kirkland, sent in by Ed Cooper.

## 2007 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrrailfan@sbcglobal.net  
**V-PRESIDENT** - Mark Silverberg, 10524 Helm Drive, Mabelvale AR 72103-1638 (501-455-5050), onetrackmindtrains@hotmail.com  
**TREASURER** - David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com  
**SECRETARY** - David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com  
**EDITOR** - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com  
**NRHS DIRECTOR** - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)  
**PHOTOGRAPHER** - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net  
**HISTORIAN** - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)  
**BOARD '07** - Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116 (501-758-1340), ken@trainweather.com  
**BOARD '08** - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), caboose25552@centurytel.net  
**BOARD '09** - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com  
**BOARD '10** - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)  
**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](mailto: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, JUNE 10, 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 **John Hodkin, Jr.** and he will show various slides of his and Tammy's railroading experiences. FUTURE PROGRAMS: July's will be given by Fred Fillers and include miscellaneous slides.

## TOM SHOOK

**BORN MARCH 10, 1928 – DIED MAY 8, 2007**

Thomas Eugene Shook, Sr., died Tuesday, May 8, 2007. He was born in Pasadena, CA, on March 10, 1928, the son of the late John Oliver Shook and Muriel Riddle Shook. He was preceded in death by his first wife, Betty Rice Shook, and his brother, William Shook. He is survived by his adoring wife, Margaret Shook; daughter Linda Marie Shook of Shreveport; son Thomas, Jr., his wife Connie, and their children Meredith, Thomas III, Elizabeth, and Josephine of Richardson, TX; son John Oliver III, his wife Laura, and their children Campbell Grace and Conner Rice of Little Rock; and by his step-daughter, Ann Marie Mohrmann, also of Little Rock.

He was raised in Cisco, TX and graduated from Texas Tech University in Lubbock with a degree in Chemical Engineering. He did graduate work both at Oklahoma State University and at UAMS. Tom was a member of the band and orchestra in school, and his interest in music continued throughout his life. He was a member of Pulaski Heights Presbyterian Church, where he was an elder and served faithfully on the property committee for many years.

Tom retired from the Pine Bluff Arsenal where he was the civilian head of Chemical and Biological Operations for the U.S. Army for twenty years, and then became the head of Environmental Technology for the remainder of his career. He was inducted into the prestigious Sigma Xi Society for original research. He published many scientific papers while working with outstanding names in the field of chemistry. He was an emeritus member of American Chemical Society.

Tom's most recent achievement was becoming a Master Model Railroader, #378. His pioneer spirit was evident in his lifelong love of trains and model railroading. He was a founding member of Arkansas Railroad Club. He was also a member of National Active and Retired Federal Employees, having served two terms as president of the Arkansas Federation of Chapters. He held many offices in his local Chapter #093.

More than anything, Tom excelled in his personal relationships. He was first and foremost a husband, father and grandfather, but he also maintained friendships with college friends, as well as making new friends throughout his life. He was a man of principle, faith, and dedication. He was an organ donor through ARORA.

Visitation is 6:00 to 8:00 p.m. Sunday, May 13 at Ruebel Funeral Home. Funeral services will be held Monday at 10:00 a.m. at Pulaski Heights Presbyterian Church officiated by Dr. Catherine Allsbury and Dr. Clif Ford. Interment will follow in Forest Hills Memorial Park.

Pallbearers will be Walter Walker, Ed Baskin, Mark Sullivan, Ken Moore, Ken Zeigenbein, John Hodken, Jim Ryals, and Randy Gates. Memorials may be made to Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock, AR 72205. Funeral arrangements were by Ruebel Funeral Home of Little Rock, [www.ruebelfuneralhome.com](http://www.ruebelfuneralhome.com)

### **To the members of the Little Rock Chapter, NRHS.**

Dear Colleagues, I was startled, shocked and dismayed to learn from our national office that Tom Shook had died recently. He has been such a steady presence both for the chapter and NRHS nationally that I am at a loss to imagine things without him. Doubtlessly many of you share my shock and sense of loss, which is compensated only by my gratitude for all that he has contributed to the cause of railway history. Perhaps it is because he has done so much that I feel his loss all the more.

I understand that you will elect someone to replace him as national director at your May 20th meeting, and I commend you for taking prompt action in this matter. I expect that Tom would commend you as well and urge you to keep up the fine work you all are doing to further railway history and preservation. Your dedication and enthusiasm are the best tributes to Tom's legacy.

I look forward to meeting your new national director and will welcome his counsel and advice for the national programs of NRHS.

My very best to you all. Bob Terhune, Regional Vice-President, Southwest Region, NRHS

### **From Wilbur E. Johnson regarding Tom Shook**

Dear Ken: Thank you for the information about Tom Shook. You may recall that Rosemary and I attended a club meeting several years ago. On the preceding Saturday, we searched Pulaski Heights to find out where the church was located, as we are Presbyterian, and wanted to attend church there the following day. The first person we met was Tom Shook, as he was the official greeter. We told him we wanted to attend the meeting of the Arkansas Railroad Club that afternoon, little knowing that we had met a person who would have all the details. As you might suspect, he was most helpful, and we had a nice visit with him before the service began. We are very sorry to learn of his passing, as he was as nice a person as I have ever met.

**CAROLE SUE SCHAFFER'S FATHER DIED** - Dad (William Carl Martin) passed away early April 6 (Good Friday). We were able to keep him at home until the end. Dad was born Sept 02, 1910, so he had seen and experienced a lot of changes in his life time. He told the story that he was helping dig a grave at Martin cemetery and a neighbor came running across the field waving a newspaper shouting 'He made it, he made it.' They were talking about Charles Lindbergh had completed his flight. When Lindbergh made his victory tour across the US., dad saw him speak at the State Capitol. Then years ago, Dad was visiting his brother in California and saw the (Space Shuttle) Challenger land. What a span of history to witness...

I miss him, but I also feel very blessed to be the age I am and to have both my parents until just a month ago. - Carole Sue

**ONE TRACK MIND HOBBY SHOP CHANGING HOURS** – Our club's VP, Mark Silverberg, announced in mid May 2007 that he's changing hours slightly. "Greetings from One Track Mind. Due to changes in my wife's work schedule, hours of operation will be changing at my store. I apologize for any inconvenience any of this causes, but hopefully some of these changes will be an improvement in some ways. - THESE CHANGES ARE EFFECTIVE IMMEDIATELY!!!

Sunday: 1 pm - 5 pm; Monday: 9 am - 5 pm; Tuesday: 9 am - 5 pm; **Wednesday: CLOSED**  
Thursday: 9 am - 5 pm; Friday: 9 am - 5 pm; Saturday: 9 am - 5 pm

NOTE: I will be closing at 5 pm SHARP!!! (including Fridays and Saturdays) not at 5:10 or 5:30, but at 5 o'clock. All questions must be asked, all orders given, all sales made by 5 as I need to leave by 5:05. Thank-you for your understanding and continued support! - Mark

**DEADLINE FOR JULY 2007 RAILROADER** is June 10, 2007, our next meeting date. I WILL NOT BE AT THE JUNE 10 MEETING, so email or mail me anything you need to be in the July *Railroader*. Thanks (Ken Ziegenbein, editor)

**WANT TO SEE THE RAILROADERS IN COLOR?** – Then go online to download the Adobe PDF version (<http://www.trainweather.com/road.html>). Photos will be in color unless they were produced in black & white to begin with. Also, current and past train pictures are here: <http://www.trainweather.com/sunday.html>

**MINUTES OF THE MAY 20, 2007 ARC MEETING** – Meeting started at 2 p.m. Brian Holtz gave an excellent program on his railroading trips covering 47 years. \*\* Visitors: David Durbin and Noah Findley. \*\* NRHS has released their 2005 Activities issue. The National convention of the NRHS will be held in August in Chattanooga, TN \*\* Bill Bailey gave a report on the Cotton Belt Rail Historical Society. They sold 101 tables for the April Show and Sale, a record. They need 10 people to help reassemble the SSW 819 steam engine and are looking for an old-fashioned (non-computer) milling machine. \*\* UP Report from John C. Jones: UP had rerouted about 200 trains through Arkansas due to the flooding in Missouri since May 4. Those detours were over as of today; UP Bush 4141 locomotive was in Jenks Shops for minor repairs; Operation Lifesaver was in Arkansas the week of May 14, running trips each day open to the public. \*\* Member Health: Tom Shook died May 8. \*\* We need a new NRHS director and asked if anyone wanted the job. It was decided to put an ad in the next *Railroader*. \*\* Vice President Mark Silverberg can no longer make our Sunday meetings due to his hobby shop now being open Sunday afternoons. \*\* June program will be given by John Hodkin and the July program by Fred Fillers. \*\* Bill Bailey gave more news about the Arkansas Railroad Museum in Pine Bluff: the museum has steam whistle from Federal Compress operating; located steam whistle from SSW yard in Pine Bluff. \*\* Randy Tardy noted: BNSF expecting booming business due to the Toyota plant opening in Tupelo, Mississippi; North and South Korea had resumed train service between the two countries for the first time in 56 years. \*\* Ken Ziegenbein reported that BNSF had tested a 10,009 foot intermodal train on their Transcon line to see if they could save expenses since most of that line has now been double tracked. \*\* Jim Wakefield said the Central Arkansas River Rail Streetcars now had a new, updated brochure. \*\* OLD BUSINESS: Arkansas & Missouri RR will run trips June 23 and 24, operated by the Boston Mountain Chapter NRHS \*\* Blue unit of the Ringling Bros-Barnum & Bailey Circus will be in town on vacation for 19 days. \*\* Randy Tardy reminded us that May 11 was the 66<sup>th</sup> anniversary of the MoPac's Delta Eagle passenger train through eastern Arkansas. \*\* Bill Bailey told of being given a 1941 insulator (*Bill collects insulators*) by Tom Shook. The insulator came from the Pine Bluff Arsenal, at which Tom worked years ago. The insulator is now in the Arkansas Railroad Museum. \*\* Bill also showed some photos of KCS 2-10-4 locomotives from Lima, used between Kansas City and Pittsburg, Kansas and DeQueen, Arkansas. He had a replica of a building plate from one of these powerful locomotives. \*\* Meeting adjourned. (*Minutes by David Hoge*).

**UPCOMING STORIES** – If you've sent in stories for the *Railroader*, I'll get to them in future issues as this issue has more than normal photos and club news. John A. Mills was one who sent in several stories.

**NEEDED** – Due to the untimely death of our NRHS Representative Tom Shook on May 8, we're in need of a new NRHS Rep. Any volunteers? If so, contact John Hodkin, Jr., our President, via email at [nlrrailfan@sbcglobal.net](mailto:nlrrailfan@sbcglobal.net) or via phone at 501-945.2128. The NRHS Rep is our club's go-between for the NRHS and reports on NRHS news and changes. He/she will receive the NRHS various news and other mailings. Of course, to be the NRHS Rep, you will need to be a member of the national organization.

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

**WANTED:** I have some items that I would like to know the value of, if you could lead me in a direction of how to find out I would appreciate it very much. Some of the items include an 1899 Missouri Pacific railroad map that shows Oklahoma as Indian Territory, not a state. A 1904 Missouri Pacific RY System map showing locations of Shop's, Wyes, Turn Tables and Round Houses, also indicating Distances in Miles. 2 Blue prints showing how to build wooden passenger cars, 1915 Kansas City Guide & Union Station Time

Table book, The Official Guide of the Railways and steam navigation lines of the United States, Puerto Rico, Canada, Mexico and Cuba dated 1969, Stack of log sheets from when the trains were coal operated, Missouri Pacific Railway, Iron Mountain Route Cafe Dining Car Service Dinner Menu, and a Fred Harvey Fruit-Candy lunch basket supplies black fiber bag from Union Station, Kansas City Missouri. My e-mail is tamiknr@yahoo.com Thank you very much for any help you may be able to give me.

**WANTED:** I am trying to get a picture of the depot that used to be in Ledwidge, Arkansas. My great-grandfather, Isaac Johnson, worked for the railroad there. His job was to keep the tracks clear of rocks and trees so that the trains could go through. He was killed by a train on the morning of April 1, 1932 when he was caught in tunnel on a hand car and couldn't get off the track. I have gotten some information from a Bill Pollard that the name of the railroad was the Rock Island Railroad. He said that the depot was very small but I would really like a picture of it. If you or someone you know may have one I would really appreciate a copy of it. Please email me and I will send a self address stamped envelope.

Thank you, Teresa ([thunt1157@yahoo.com](mailto:thunt1157@yahoo.com))

**WANTED:** Photographs of MP passenger and freight trains pausing or passing the Russellville depot for the purpose of creating postcards for sale in the restored Russellville depot. We can use slides or prints (color or b/w) and would prefer images taken prior to the depot's restoration. Please contact Gerald Hook, 2102 West 8th St, Russellville, AR 72801. His phone number is 479-857-1096. E-mail is gah333br@suddenlink.net

**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.

**MICHIGAN - LAKE STATE RAILWAY COMPANY** – To permit the abandonment of 4.15 miles of rail line in Otsego County, MI. The line includes the northernmost portion of the carrier's main line Mackinaw Subdivision extending from milepost MP 116.8 (where the line crosses East McCoy Road) to the end of the line at milepost MP 120.95. A final decision will be issued by July 16, 2007. (STB Docket No. AB-534 (Sub-No. 3X, decided April 6, served 17, 2007)

**ILLINOIS - BNSF RAILWAY COMPANY** – To abandon approximately 1.05 miles of rail line, extending between milepost 13.97 and milepost 15.02, near Centralia, in Clinton and Marion Counties, IL. Effective on May 22, 2007. (STB Docket No. AB-6 (Sub-No. 452X, decided April 9, served April 20, 2007)

**INDIANA - CSX TRANSPORTATION, INC** – To abandon a 1.78-mile line of railroad in its Northern Region, Chicago Division, Saginaw Subdivision, extending from Valuation Station 9195+50 to Valuation Station 9289+36, known as the Old Mainline in Atwood Yard, in the cities of Flint and Burton, in Genesee County, MI. A final decision will be issued by July 25, 2007. (STB Docket No. AB-55 (Sub-No. 633X, decided April 20, served April 26, 2007)

**VIRGINIA - NORFOLK SOUTHERN RAILWAY COMPANY** - To abandon a 5.00-mile line of railroad between mileposts FD 90.20 and FD 95.20, in Lawrenceville, Brunswick County, VA. The line traverses United States Postal Service Zip Code 23868 and includes the former station of Lawrenceville. Effective on June 1, 2007. (STB Docket No. AB-290 (Sub-No. 287X, decided April 24, served May 2, 2007)

**MINNESOTA - BNSF RAILWAY COMPANY** – To abandon a 0.79-mile line of railroad between milepost 16.21 and milepost 17.00, near Cold Spring, in Stearns County, MN. Effective on June 6, 2007. (STB Docket No. AB-6 (Sub-No. 455X), decided April 26, served May 7, 2007)

**INDIANA - CENTRAL RAILROAD COMPANY OF INDIANAPOLIS** - To discontinue service over a 2.36-mile line of railroad between milepost TS-154.65, near Marion, and milepost TS-157.01, near West Marion Belt, in Grant County, IN. A final decision will be issued by August 10, 2007. (STB Docket No. AB-511 (Sub-No. 3X, decided May 4, served May 11, 2007)

**IDAHO - PALOUSE RIVER & COULEE CITY RAILROAD, INC.** - To abandon a 0.20-mile line of railroad extending between milepost 85.91 and milepost 86.11 in Moscow, in Latah County, ID. A final decision will be issued by August 17, 2007. (STB Docket No. AB-570 (Sub-No. 2X), decided May 10, served May 18, 2007)



## ARKANSAS MIDLAND/CADDO VALLEY RAILROAD RULING

This was published by the Surface Transportation Board on May 2, 2007 and I thought it'd be of historic interest to publish the entire ruling. I shrunk the type to 9 point so it would fit. You can also see the intricate workings of a railroad regulatory board.

SERVICE DATE - MAY 2, 2007 - SURFACE TRANSPORTATION BOARD – DECISION- STB Finance Docket No. 34865

ARKANSAS MIDLAND RAILROAD COMPANY, INC.-PETITION FOR DECLARATORY ORDER-CADDO VALLEY RAILROAD COMPANY

Decided: April 30, 2007

On April 14, 2006, the Arkansas Midland Railroad Company, Inc. (AKMD) filed a petition asking the Board to institute a declaratory order proceeding under 49 U.S.C. 721 and 5 U.S.C. 554 (e) to determine if the right of first refusal provided in 49 U.S.C. 10907(h),[1] to repurchase a line sold under the Feeder Line Development Program, applies when ownership of a feeder line is transferred through a stock sale. Responses in opposition to AKMD's petition were filed by Caddo Valley Railroad Company (CVR); Bean Lumber Company and Curt Bean Lumber Company (Bean Companies); GS Roofing Products Company, Inc. (GS Roofing) and CertainTeed Corporation (CertainTeed);[2] and Pioneer Railcorp (Pioneer) (jointly, Opposing Respondents). International Paper Company (IP) also filed a response.

AKMD's petition was precipitated by the proposed sale to Pioneer of all of the stock of CVR. In 2000, AKMD was forced to sell the Norman Branch line between Gurdon and Birds Mill, AR, to five shippers on the line (Shippers) under the Feeder Line Development Program at 49 U.S.C. 10907.[3] The Shippers formed CVR as a corporate entity to own the assets of and to operate the Norman Branch.

By decision served on May 12, 2006, and published in the Federal Register on May 19, 2006 (71 FR 29215), the Board instituted a declaratory order proceeding, inviting public comment regarding whether a stock sale would trigger the subsection 10907(h) right of first refusal. Comments in response to that decision were submitted by CVR, GS Roofing, and IP. AKMD submitted a letter. AKMD and CVR filed replies to the comments. After considering the statute and the record before us, we find that, under the circumstances presented in this proceeding, the right of first refusal in subsection 10907(h) applies to the proposed sale of all of CVR's stock to Pioneer.

## BACKGROUND

The feeder line application for the Norman Branch was filed in 1994 by the Caddo Antoine and Little Missouri Railroad Company (CALM), a subsidiary of the Dardanelle and Russellville Railroad Company, with the support of the Shippers, including the Bean Companies and GS Roofing, all of which are located at the northern end of the Norman Branch.[4] IP, the largest shipper on the line, is located at the southern end of the line, near the interchange with UP at Gurdon.

CVR provided service to the Shippers on the northern portion and to IP from September 2000 until the summer of 2005, when a Federal Railroad Administration inspection revealed defects that resulted in an embargo. CVR resumed service after obtaining funding from the State of Arkansas to make necessary repairs.

According to Opposing Respondents, after the embargo, CVR's stockholders[5] decided to seek an experienced shortline railroad that would purchase their stock and would agree to upgrade the line and provide service to all shippers on the line. Their search led to Pioneer, which owns and manages several Class III shortline railroads.

The shareholders of CVR, with the support of the Bean Companies and GS Roofing, are now proposing to sell all of their stock to Pioneer. Pioneer proposes to take over management of CVR and serve all of the shippers on the Norman Branch.

## POSITIONS OF THE PARTIES

AKMD. AKMD asks the Board to determine that the feeder line purchasers of the Norman Branch cannot dispose of their interests in the line through stock sale or otherwise without according AKMD the right of first refusal provided in subsection 10907(h) to buy back the line. AKMD notes that the proposed transaction would bring the Norman Branch into the Pioneer corporate family, and argues that, therefore, the proposed sale would represent a fundamental change in the identity of the company that is providing service to the shipping public. AKMD claims that the current owners of CVR do not merely want to hire a new manager or to seek an equity investor in the operation, but rather want to end their involvement in and ownership of the Norman Branch and intend to sell out completely to Pioneer. Accordingly, AKMD concludes that the stock sale should be treated the same as the sale of the line itself for purposes of subsection 10907(h).

In its petition, AKMD points to statements made by CVR's counsel that the proposed transaction was structured as a sale of CVR's stock rather than of the line itself so that the transaction would not trigger the statutory right of first refusal and enable AKMD to reacquire its former line. An article published in the Arkansas Democratic Gazette on April 9, 2006, submitted by AKMD, quotes counsel for CVR as stating that AKMD would never get a chance to buy back the Norman Branch and that the transaction was structured so that the first refusal requirement would not be triggered. AKMD also raises concerns that a rail line acquired under the feeder line program could ultimately be transferred through corporate stock sales without ever triggering the right of first refusal in subsection 10907(h) and could ultimately become part of a Class I or Class II rail system, even though such entities would have been disqualified from acquiring the line directly under the feeder line provision. See 49 U.S.C. 10907(a).

AKMD notes that the agency has treated an asset sale and a stock sale similarly where warranted, particularly where all of the assets of a railroad company were involved. AKMD cites Fox Valley & Western Ltd.-Exempt.-Acq. and Op., 9 I.C.C.2d 209, 216-17 (1992), aff'd sub nom. Fox Valley & Western Ltd. v. ICC, 15 F.3d 641 (7th Cir. 1994). There, the agency found that the acquisition of all of the assets of two rail carriers was an acquisition of "control" of those carriers and, therefore, fell under the common control provision of former 49 U.S.C. 11343 (now 49 U.S.C. 11323) rather than the line sale provision of 49 U.S.C. 10901.

AKMD states that it would be able to provide adequate rail service should it exercise its right of first refusal and reacquire the line. In support, AKMD points to the transload service it provided to GS Roofing during the time the line was embargoed for repairs during 2005.

IP. IP supports AKMD's petition and states that, after AKMD was compelled to sell the line, service to its facility (near the southern end of the Norman Branch) deteriorated. IP indicates that it has shifted a substantial amount of traffic from rail to truck due to problems with CVR's service. The shipper questions whether the proposed transfer of control of the Norman Branch to Pioneer would result in the restoration of service levels that existed when AKMD operated the line. IP maintains that the subsection 10907(h) right of first refusal should be found to apply here, because the substance of the proposed transaction would result in a change of operators of the Norman Branch.

Opposing Respondents. Opposing Respondents argue that subsection 10907(h) is not applicable to the proposed sale of CVR's stock, because the plain language of the statute applies only to proposals to "sell or abandon" the line. They point out that the statute administered by the Board distinguishes between transactions involving line sales to noncarriers or small carriers in 49 U.S.C. 10901 and 10902, respectively, and carrier combinations, including acquisition of control as presented here, under 49 U.S.C. 11323. They claim that, had Congress intended to include stock acquisitions in subsection 10907(h), it would have done so. According to Opposing Respondents, following the proposed sale of CVR's stock, the Norman Branch would continue to be an asset of CVR.

Opposing Respondents further assert that the sale of CVR's stock would not deprive AKMD of its right of first refusal. They reason that AKMD would continue to have the power to invoke its first-refusal rights under subsection 10907(h), should CVR ever decide to actually sell or abandon any portion of the line.

Opposing Respondents maintain that the Feeder Line Development Program has worked as intended on the Norman Branch. They assert that a feeder line operator should be allowed by means of a stock sale to bring in a more experienced manager who is willing to continue to operate the line without being concerned that the former owner, whose inadequate service resulted in the feeder line program relief, could reacquire the line whenever the feeder line operator decided that a change in management was necessary to enhance the future viability of service to shippers on the line.

## DISCUSSION AND CONCLUSIONS

The issue presented in AKMD's petition is a matter of first impression.[6] As indicated in *Cheney R. Co. v. ICC*, 902 F.2d 66, 69 (D.C. Cir. 1990), where the statute is unclear or silent, Congress has vested in this agency the discretion to construe the statute and resolve issues of this sort. In doing so here, we are guided by Congress' clear intent in subsection 10907(h) to provide a carrier forced to sell a line under the feeder line program with the right to reacquire the line should the feeder line carrier ever attempt to dispose of the line.

The fact that section 10907 provides a clear right of first refusal when the feeder line carrier proposes to "sell or abandon all or any portion of a purchased railroad line" does not mean that stock sales can never be subject to the right of first refusal provision in the statute. Here, the record shows that the Shippers are proposing to be totally divested of their interest in the Norman Branch and transfer all interest in and control of the Norman Branch, CVR's only rail asset, by selling all of CVR's stock to Pioneer. Through this proposed transaction, the Shippers would no longer have any interest in, or control over, the line AKMD was compelled to sell under the feeder line program. Rather, Pioneer would assume complete responsibility for conducting and managing future rail service to the shippers on the line, and the Norman Branch would become, in essence, a Pioneer, and not a CVR, operation. In these circumstances, we conclude that this stock sale transaction is tantamount to a "sale" to Pioneer of the railroad line CVR purchased under the feeder line provision. When 100% of a firm's stock is sold to a separate entity and the separate entity gains 100% control over and 100% ownership of the selling firm and its assets, the firm and its assets have been sold. Therefore, we find that subsection 10907(h) is applicable here.

We do not mean to suggest that partial stock sale transactions that might implicate all or part of a line that was transferred pursuant to a feeder line application routinely would trigger the right of first refusal provision. However, this is not a case where CVR merely seeks through a partial stock sale to hire new management for its rail line or to obtain a new equity investor to provide funds to make improvements or enhance the line's future viability.

To the contrary, the record here shows that, even though CVR's corporate form might remain intact, CVR, which owns no other lines and intends to sell all of its stock to Pioneer, seeks to end its involvement and ownership of the Norman Branch.[7]

The shippers object to being served by AKMD.[8] But, if returning the line and the service to AKMD is wholly objectionable to the Shippers, they can continue to provide the service themselves through CVR.[9]

In sum, we reject the argument of Opposing Respondents that subsection 10907(h) cannot apply to the proposed stock sale to Pioneer because the literal wording of the statute does not specifically refer to stock sales. Here, the record shows that the only rail line asset held by CVR is the Norman Branch and that what CVR and Pioneer contemplate doing is tantamount to a sale of the line to Pioneer, under which the Norman Branch would become part of the Pioneer corporate family. In these circumstances, to find that the proposed sale of CVR's stock to Pioneer would not trigger the right of first refusal would effectively write subsection 10907(h) out of the statute. Such a conclusion would give a feeder line owner the power to evade the right of first refusal merely by placing the line in a corporate shell before selling it, thus making the right of first refusal no right at all. That result cannot be squared with the intent of Congress to provide a carrier forced to sell a line under the feeder line program the right to reacquire it should a feeder line carrier seek to dispose of the line. Therefore, we find that this proposed transfer would subvert 49 U.S.C. 10907(h) unless AKMD is first offered the opportunity to buy back the line under the terms provided in that subsection.

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is dismissed. \*\* 2. This decision is effective 30 days from the date of service.

By the Board, Chairman Nottingham, Vice Chairman Buttrey, and Commissioner Mulvey. Vernon A. Williams, Secretary

## GENERAL RAIL NEWS

### BNSF RUNS 10,009-FT TRAIN

BNSF ran what is believed to be the U.S. rail industry's first 10,000-foot intermodal train from Los Angeles to Logistics Park in Chicago early the week of May 14, 2007, according to Trains.com.

The 10,009-foot (including power) international intermodal stack train departed Los Angeles on May 13 and arrived at the Chicago intermodal terminal May 15. The train ran on BNSF's Transcon, on which BNSF has been steadily increasing the amount of double track in recent years. Because almost the entire 2,200-mile route has now been double tracked, siding length was not an issue. The train used distributed power: four locomotives in the front and two in the back.

BNSF is studying the use of longer trains to maximize the amount of containers that it can carry while minimizing the number of trains it takes to move the containers, which increases efficiency and takes advantage of the aggressive program of double tracking BNSF has been conducting on the Los Angeles to Chicago route for several years.

### **FIRST QUARTER RECORD FOR UP**

Union Pacific set first-quarter 2007 revenue, income and operating ratio records. Revenue totaling \$3.8 billion increased 4 percent, operating income of \$719 million jumped 19 percent and the railroad's operating ratio improved 2.4 points to 81.3 compared with first-quarter 2006.

### **MERIDIAN SPEEDWAY SHORTENS INTERMODAL TRANSIT TIMES**

*(May 1, 2007 press release)* – Union Pacific and Norfolk Southern was to start to route domestic container trains through shorter Shreveport gateway on May 21. They are teaming up to speed eastbound intermodal trains from Los Angeles to the Southeast. On May 21, the Class I's will shift domestic container traffic from the Memphis, Tenn., gateway to a new Shreveport, La., gateway.

Combining UP's L.A.-to-Texas Sunset Route with NS' and Kansas City Southern's joint venture Meridian Speedway line between Shreveport and Meridian, Miss., the new route is nearly 150 miles shorter than the current one. The route will enable UP and NS to shorten standard service to Atlanta by one day to fifth-morning availability; provide BlueStreak premium service to Atlanta on the fourth afternoon; schedule L.A. cut-off times to later in the day so more shipments can depart on an evening train; originate all eastbound domestic shipments from UP's L.A. intermodal terminal; and speed other Southeast destinations.

The railroads plan to shift westbound domestic service to the faster Shreveport gateway in the third quarter. NS and UP will continue to route international traffic via the Memphis gateway.

### **TEXAS STATE RAILROAD TO BECOME PRIVATE**

*(Palestine, Texas Herald May 11, 2007)* – A bill passed the Texas legislature in May that allows a private company to operate the Texas State Railroad – Senate Bill 1659. The bill would allow control of the historic railroad to pass from the Texas Parks & Wildlife Department to a railroad authority for oversight of daily operations, which would be run by tourist rail company American Heritage Railways. The railroad authority would be a partnership between Palestine and Rusk, the two cities on either end of the Texas State Railroad. It would lease and oversee operation of the railroad to American Heritage, which also operates tourist railways in Colorado and North Carolina — the Durango-Silverton Narrow Gauge Railway and the Great Smoky Mountains Railway.

Palestine Mayor Carolyn Salter said the vote to keep the trains running will benefit both communities economically. She also noted that as part of the contract American Heritage will market the Texas State Railroad at its other locations.

### **PEKIN, ILLINOIS DEPOT DONATED TO CITY**

The Pekin Park Board unanimously agreed Thursday to accept the donation of the old Chicago and Alton Railroad Station on Broadway Road. Creative Landscaping owner David Milam has sold the land the depot now rests on, so the depot, which is on the National Registry of Historic Places, has to be moved by August.

The park district estimates that it will cost about \$115,000 to move and reset the building in a yet-to-be-determined place in Mineral

Springs Park. Before the building can be moved, a professional lead paint remover will have to strip the outside of the building. Once it is moved to park land, many volunteers have come forward offering to help with its restoration and others have come forward with donations, which the park district is still accepting.

An old caboose is not part of the deal. It was not associated with the depot. It was placed there several years after the depot closed in the 1960s. The park district has not decided what use it will make of the building, but a railroad museum could be a possibility. Inside are the old ticket window, the waiting room with benches, and the old communications system. The building was built in 1898 and historic events happened there.

In 1936, Herbert Hoover stood at the back of a train at the old station in Pekin near the intersection of 14th Street and Broadway Road. The Chicago and Alton was an intricate part of the community. The depot was originally built by the St. Louis, Peoria and Northern Railroad, but changed hands several times over the years. The Big Four Railroad and the Santa Fe crossed the Chicago and Alton tracks at the *(Via Jim Johnson, who used to live near here)*

### **ROCKET BOOSTER TRAIN DERAILS IN ALABAMA**

*(Pennington, Alabama – May 2007)* - A train carrying reusable solid rocket booster segments for the space shuttle derailed in western Alabama, a NASA spokeswoman said.

The train was on its way to Kennedy Space Center in Florida from Utah, where the rocket booster segments are manufactured, when the accident occurred around 10 a.m. May 2 near Pennington, Alabama, about 100 miles west of Montgomery. The fuel inside the segments is ammonium perchlorate, which has the consistency of a rubber eraser. Because it is a solid, nothing spilled out of the railcars.

The train, which had 16 cars, went off the tracks in a forested area after a bridge collapsed. The rocket segments had been intended for use in the October 20 launch of the space shuttle Discovery, NASA officials said.

### **MUSIC CITY STAR RIDERSHIP BELOW PROJECTIONS**

*(Nashville, TN, May 2, 2007)* - More than seven months into its maiden year, The Music City Star, a government-backed commuter rail program that began shuttling passengers back and forth from Lebanon to Nashville, is carrying about 225 individual passengers daily and needs to triple that number by September to meet original projections. The ridership shortfall means the commuter rail system likely will face a \$300,000 deficit this fiscal year, but rail officials said they expect federal dollars will be available to plug a majority, if not all, of the budget gap. The fiscal year ends June 30.

The Star ran on an approximately \$3.4 million budget this past year and should run on about the same next year. The Regional Transportation Authority (RTA), the committee of mid-state municipal officials that oversees the Star, had intended the train to be carrying approximately 749 passengers daily by the end of the rail's first year of operations. The star is averaging about 550 total embarkations today, which translates to 225 individuals buying round-trip tickets. "Most commuter rail operations experience slow growth in the first year. We have been in operation six months, and we are approximately halfway to the [ridership] goal," said Allyson Shumate, Star project manager. The Star, though, will need to pick up almost

525 new customers — more than twice its current ridership — in order to meet September 2007 targets.

Meanwhile, the Music City Star is temporarily without an engineer. Bill Farquhar, who served as executive director for about a year and half, left last month to take a job in Texas. Ticket sales are producing an average \$30,000-\$40,000 in monthly revenue — between one-third and one-half of what it should be. Augmenting that is an approximate \$75,000 monthly federal subsidy and a \$100,000 monthly combined allocation from the state and local city governments. Mayor Bill Purcell's administration has proposed giving the Star a \$638,000 subsidy this upcoming fiscal year, as the city did last year.

The Star has seen some recent success thanks to a deal with Vanderbilt University, which purchased \$16,000 in daily and monthly discounted Music City Star passes for use this month. Music City Star rider numbers peaked in December, hitting a daily average of 557 passengers, before dropping by about 100 passengers from January through March.

### NTSB SAFETY RECOMMENDATIONS

(April 25, 2007) - The National Transportation Safety Board makes the following recommendations to the Federal Railroad Administration:

1) Require railroads to ensure that the lead locomotives used to operate trains on tracks not equipped with a positive train control system are equipped with an alerter. (R-07-1)

2) Assist the Pipeline and Hazardous Materials Safety Administration in developing regulations to require that railroads immediately provide to emergency responders accurate, real-time information regarding the identity and location of all hazardous materials on a train. (R-07-2)

3) Require the installation of a crash- and fire-protected locomotive cab voice recorder, or a combined voice and video recorder, (for the exclusive use in accident investigations and with appropriate limitations on the public release of such recordings) in all controlling locomotive cabs and cab car operating compartments. The recorder should have a minimum 2-hour continuous recording capability, microphones capable of capturing crewmembers' Voices and sounds generated within the cab, and a channel to record all radio conversations to and from crewmembers. (R-07-3)

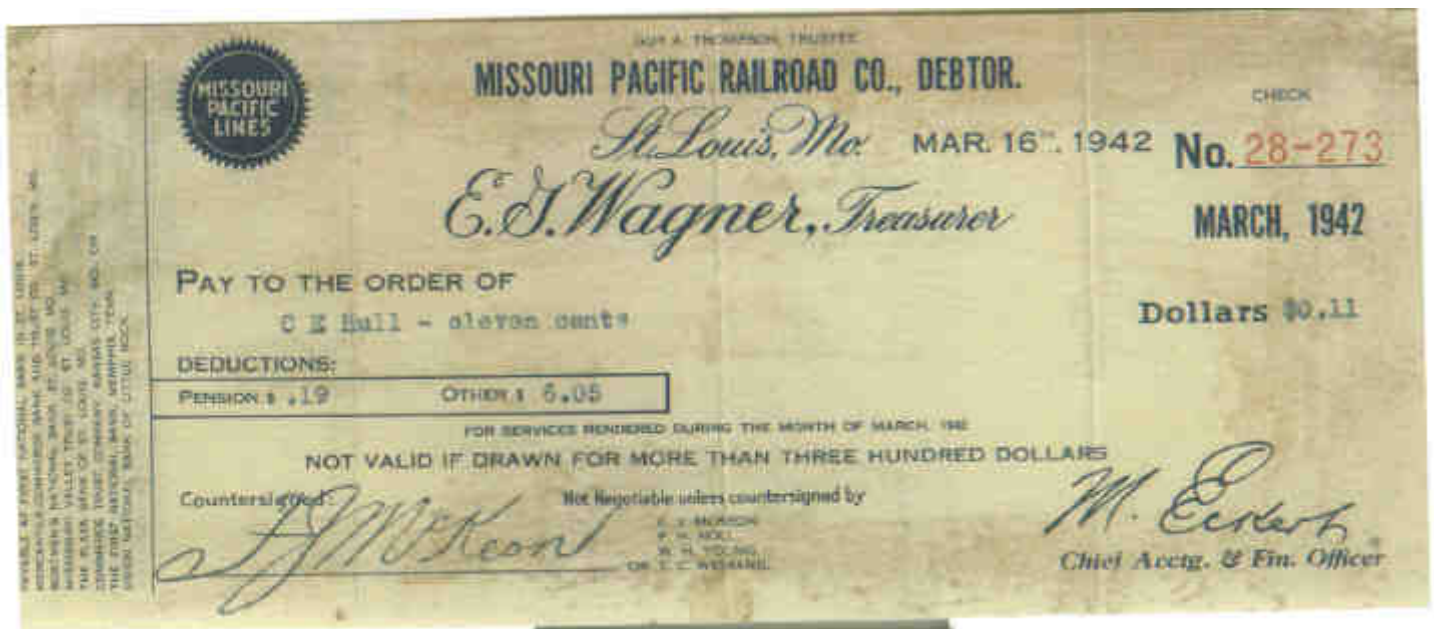
4) With the assistance of the Federal Railroad Administration, require that railroads immediately provide to emergency responders accurate, real-time information regarding the identity and location of all hazardous materials on a train. (R-07-4)

5) Require and verify that States and their communities that receive funds through the Hazardous Materials and Emergency Preparedness grant program conduct training exercises and drills with the joint participation of railroads and other transporters of hazardous materials operating within their jurisdictions as a means of evaluating State, regional, and local emergency hazardous materials response plans. (R-07-5)

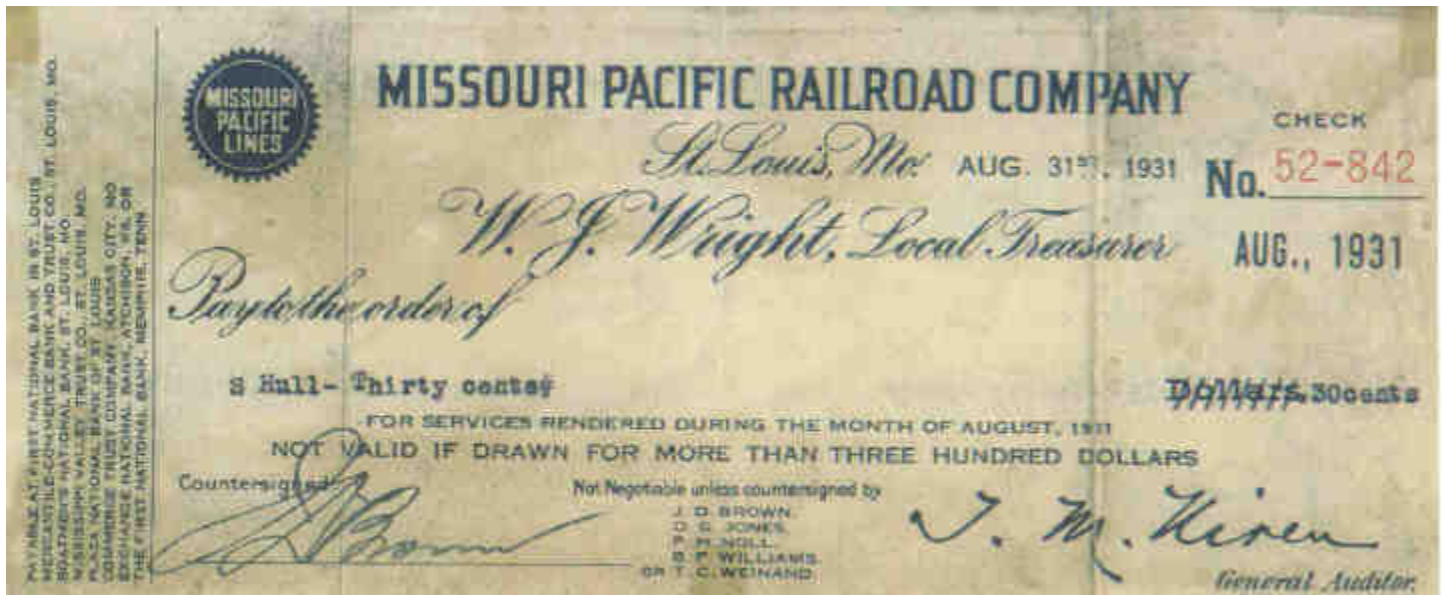
6) Require and verify that railroads transporting hazardous materials participate in joint training exercises and drills with the States, regions, or communities in which they operate as a means of evaluating the railroads' emergency hazardous materials response plans. (R-07-6)

7) Develop and implement a positive train control system that includes collision avoidance capabilities on main line tracks, establishing priority requirements for high-risk corridors such as those where passenger trains operate. (R-07-7)

8) Ensure that alerters are installed on all your lead locomotives used to operate trains on tracks not equipped with a positive train control system. (R-07-8)



See Gene Hull story next page.



## A LUCRATIVE RAILROAD JOB

*Gene Hull*

In the early years of his railroad career, my father “Sam” Hull, was a fireman for the Missouri Pacific on a switch engine at Nevada (neh-va-dah), Missouri, 210 miles north of Carthage. In 1918, the Mo Pac had a reduction in force. That was before unemployment compensation. He was simply out of work, and had a wife and three kids who needed food.

Fortunately, the economy improved and Dad had a regular job. In 1928, my folks bought five acres and had a five-room house built south of Little Rock on Baseline Road. In the fall of 1929 there was a “sonic boom” when the stock market crashed. Once again Dad was out of work. There were no jobs anywhere. The director of the Pulaski Federal Savings & Loan Company, which held the mortgage on our little “farm”, let us live there and maintain their investment. It was not “luxury living”, but the five acres provided for our needs.

In the spring of 1931, Dad was called back to work. The mortgage payments resumed. As shown in the illustration above, Dad’s check was not very lucrative, but, over all, there was sufficient. My brother and two sisters had families of their own, and I was the only “extra mouth” at home.

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The other illustration shows the “lucrative” railroad work continued to the next generation. As I have noted in previous editions of the Arkansas Railroader, I went to work for the same railroad as my Dad and Brother – the Missouri Pacific – as a brakeman, during the distant rumbles of World War II, in December 1940.

Of course, I didn’t have enough “whiskers” in March 1942 to be a member of a regular freight crew, therefore, I was assigned to the brakeman’s extra board. As shown, or as NOT shown, is the amount of money earned during the month, but it IS shown in a canvas-back ledger book that I preserved. After each trip I recorded the following items – date-engine number-train number-time called for-time departed-station number-time arrived-station number-miles-overtime-pay amount-conductor. All could be essential under certain conditions (such as an errant mail sack, kicked from a baggage car rolling at 65 mph, instead of sliding, it leaped and sailed through the bay window of the agent-telegraph operator, who was outside the depot at Plumerville, Ark., station number L-44, where he was supposed to be, for a rolling inspection. There was nothing essential, because there was no report or inquisition.

My time book ledger shows an income of \$141.34 for the month of March 1942. For some reason there were two pay vouchers that month; one of which is shown above. We financed part of our retirement, and “de ducks” ate \$6.05 worth. The check for \$0.11 I didn’t think was worth cashing. It is preserved in an album of “things worth remembering”.



This Union Pacific monument was built to honor Oakes and Oliver Ames, founders of the railroad. (*Gene Hull collection*)

## **A STRANGE MONUMENT**

*Gene Hull*

This strange monument sits 31 miles west of Cheyenne, Wyoming at elevation 8,235 feet atop Sherman Hill, three and one-half miles north of the main line of the Union Pacific Railroad. This was where, in 1867, ex-army general, Grenville M. Dodge, had laid the rails of the U. P. headed west. Beyond Cheyenne the “hell-on-wheels” construction camp approached the Laramie Hills. Dodge saw no reason to waste time and extra miles of track by bending the line southward into Colorado, or north along the dangerous “bloody” Bozeman Trail beside the North Platte River. He drove “Hell For Leather” straight ahead over the Laramie Hills, one of which was named in honor of Gen. Wm. T. Sherman.

To the south in Colorado could be seen the sawtooth peaks of the Front Range of the Rocky Mountains, with Longs Peak about 70 miles away, its crest at 14,256 feet being the highest point in Rocky Mountain National Park. Farther south, about 100 miles, Pikes Peak lifted its summit 14,110 feet. More immediately to the west lay the Medicine Bow Mountains, heavily forested. The nearer, 20 – 25 miles, terrain was sod of buffalo grass and sagebrush, a land of almost perpetual wind and winter’s fierce, howling blizzards, which sent the population of prairie dogs and rattlesnakes seeking shelter and relative comfort in the holes of the “dog’s” town deep in the sod. On a summer day, except for the sighing of the westward wind, the silence is such an absolute quantity it almost can be heard. The only movement is fleeing cloud shadows and a couple of hungry hawks.

In this beautiful land of awesome silence, in 1875 the directors of the newly completed (10 May 1869) Union Pacific decided to honor two of its founders – Oakes and Oliver Ames. These two financiers were shovel makers from Massachusetts who had done much for the transcontinental railroad. Oliver also served as president of the road from 1866-1871.

The site chosen for the monument was also the site of a small settlement called Sherman, home of a few hundred citizens,

two hotels, two saloons, a general store, a post office and a schoolhouse. The railroad had a station house, water tank and a pair of section houses. At this point all trains halted and were inspected before descending steep grades in both directions.

The monument was constructed where the varied topography of the West is visible. To the southeast there was no obstacle in view. The great plains extend unbroken to the South Platte River one hundred miles away.

Material for the monument was granite with a matrix of gray, black and red from a quarry about a half-mile away. The human effort required was similar to that expended in building the railroad. Fifty men, most of them Irish – Americans, toiled almost three years cutting the stone blocks, chiseling the edges and moving the blocks, each weighing several tons (probably by mule power, from the distant quarry).

Architect H. H. Richardson designed the monument to form a geometrical pyramid sixty feet square on the ground and sixty feet high. On the east and west sides, 39 feet above the base, were medallion portraits of the Ames brothers, Oliver on the east and Oakes on the west, carved from marble in Massachusetts. On the north side, facing the track, was a message – IN MEMORY OF OAKES AND OLIVER AMES – in stone letters one foot high and three-quarters of an inch thick. All passenger trains stopped on Sherman Hill for passengers to get off to see the monument. The eternal prairie wind was a problem for lady passengers struggling to control wide-brim hats on long skirts.

Due to a mis-calculation, the railroad almost lost control of the famous structure. To assist the company with the cost of construction of the railroad, the government made a grant of alternate sections (640 acres) of land along the alignment, which the company could sell. The government kept the other sections, which could be sold for homesteading.

An astute Irishman at Laramie, Wyoming discovered the monument was resting on one of the government sections. Taking advantage of the situation, he immediately filed a claim on that section as a homestead. He wrote a letter to the Union Pacific, asking that the “pile of rocks” be removed from his farm, or he would rent out places on it for advertising.

U. P. lawyers soon were in a meeting with Mr. Patrick Murphy. He asked \$100,000 if the railroad wanted to buy the land and leave the “pile of rocks” where it was. The lawyers explained to Murphy that the law states that anyone who enters into a conspiracy to take advantage of his neighbor commits a serious offense, which would prevent him from ever holding a public office, or even voting. They said the railroad owned two nice city lots in Laramie which he could have if he would release the ground on Sherman Hill. Thus, the Ames monument was amicably ransomed.

As time passed, transcontinental business increased. Freight trains grew longer and heavier. It became evident that heavier and more powerful locomotives were necessary. Every foot of increase in the track profile grade put a serious strain upon the engines, fuel costs obviously increased, operation cost began to climb. Economics demanded revisions.

In the spring of 1900, work began on relocating 31 miles of track, reducing curves and grades, and boring a tunnel through 1,800 feet of granite. Sherman Hill was crossed at a point 250 feet lower in elevation. The stone monument became a victim of the circumstances. The railroad was moved three and one-half miles south. The monument sat in forlorn isolation. Passengers no longer came to visit. Progress had passed it by. The original station at Sherman was abandoned.

A more impressive monument to the Ames brothers is alive and well – the Union Pacific Railroad, the nation’s first transcontinental line.

REMEMBERING 16  
P.B. Wooldridge

In the good old days, before automatic signals and radio, railroading was a very dangerous profession. The men who rode those beautiful steam engines were especially brave, always mindful of what might be just around the curve.

The Jonesboro Sub-Divn of the Cotton Belt ran across the Grand Prairie. The 800 engines were capable of 90 mph with a freight train, and I've had brakemen tell me that they've gone even faster than that on the Jonesboro Sub-Divn. I had a young friend speeding south on No 3, the Cotton Belt Blue Streak, reportedly the fastest scheduled freight train in the world, who leaned out from the engine to inspect the train, when his head struck the water column, and another brave man was lost. This happened at Fair Oaks.

But on the Pine Bluff Sub-Divn you had a completely different story, hills and curves. There the tonnage rating on an 800 was 3,000 tons or 60 cars. Thru Bearden, for example, southbound you were dropping off Little Bay hill, and northbound you were making a run for it, at 70 mph.

With schedules of freight trains running in 5 or 6 sections, in addition to all the troop trains and Extra trains, the system was pushed to the limit. It was exceeded one morning when I lined up the interlocker at Fordyce Tower to head in a southbound freight to meet 7 trains, then continue 6 miles to Thornton and meet 6 more. This was during WW II.

I live within sight of the Cotton Belt and the only whistle I ever hear is a highball, 2 blasts, and the highway crossing, two longs, a short and then a long until the crossing is past. But back years ago the whistle was very much in use. Whenever the train made an unscheduled stop, the engineer immediately whistled out his flagman, one long followed by 3 shorts. The flagman was recalled when ready to move again by 4 long blasts from the SOUTH, and 5 long blasts from the NORTH.

Wrecks were frequent, and most of them were rear-end collisions, mainly due to the flagman not being back far enough to stop a high speed train. I recall two slight rear-end bumps where the rear platform of the caboose was crushed, but still operation, and the rear brakeman picked up his orders standing on the front porch. Back then orders and clearances were clamped to a cane hoop.

One engine whistle which would unnerve any operator, hurriedly copying a last minute train order, was the "Calling on the Board" signal, which consisted of four short blasts of the whistle, often repeated. This was an urgent appeal for the operator to come out and hand-up, impossible when the operator was still copying the train order from the Dispatcher. Often I got outside just in time to deliver orders and clearances to the speeding engine, then rush back into the depot, hoping the train was a long one. I'd hurriedly clamp orders and clearances on a cane hoop and rush outside to hand-up just in time to the caboose. If you failed on either the engine or caboose, the train had to stop and back up. If the caboose failed to get the orders, the conductor had to pull the air, which on occasion would get a knuckle or a drawbar, which would really tie up the railroad. Both the Dispatcher and the train crew would then place you in their dog-house.

If successful on those last minute deliveries, you would rush back into the depot, as the caboose markers disappeared around a curve, recheck your orders, hoping that everything was OK. IF NOT, A MILLION DOLLAR WRECK COULD OCCUR, WITH 6 GOOD MEN DEAD, TWO HEAD-END CREWS.

An aftermath of such stress would result in frequent nightmares during fitful sleep. In my dreams I was fired at least a hundred times, and I delayed a thousand fast freights.

What a relief it was to wake up!

*This article is dedicated to Tom and his achievement in the hobby (Joe)*

## **MODEL RAILROAD CORNER**

By: Joe Musgrove

Tom Shook, Master Model Railroader, #378

This month's Model Railroad Corner is dedicated to the late Tom Shook, who became the 378<sup>th</sup> person to obtain his Master Model Railroader rating from the National Model Railroad Association. As you know Tom was very proud of this achievement but was humble enough to "talk model railroading" and give helpful advice even to a novice entering the hobby.

To get a perspective on this program and the difficulty of obtaining a master ranking, a little information about the National Model Railroad Association is in order.

The National Model Railroad Association or NMRA is one of the largest organizations dedicated to the development, promotion, and enjoyment of model railroading. If you are a model railroader, you know NMRA sets the standards for the hobby. One program the NMRA promotes is a model railroader's achievement program. Members of the NMRA can earn their certifications for any of eleven skills in four categories:

### **MODEL RAILROAD EQUIPMENT:**

Master Builder, Motive Power  
Master Builder, Car

### **SETTINGS:**

Master Builder, Structures  
Master Builder, Scenery  
Master Builder, Prototype Model

### **ENGINEERING AND OPERATION:**

Model Railroad Engineering, Civil  
Model Railroad Engineering, Electrical  
Chief Dispatcher

### **SERVICE TO THE HOBBY:**

Association Official  
Association Volunteer  
Model Railroad Author

Getting just one of these certifications is not easy. Each certification requires completing a long list of requirements. Once this is accomplished the completed project is judged by the NMRA to make sure the requirements and skills have been demonstrated.

To obtain a Master Model Railroader ranking, a person must earn seven certifications with at least one certification from each of the four categories. Just the low number of railroaders who have obtained a master ranking, 392 according to the NMRA website, gives you a good idea of the difficulty of obtaining this ranking.

As Tom showed, with hard work and dedication, it can be done! "From this model railroader to a Master Model Railroader, I want to say thank you Tom for being an inspiration to your fellow model railroaders everywhere"!

For additional information on the NMRA, visit [www.nmra.org](http://www.nmra.org)

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

## Did You Know?

- ◆ Railroad tracks, bridges, tunnels, yards and train equipment are private property.
- ◆ Trespassing on railroad property is against the law, and violators are subject to fines and arrest.
- ◆ Freight trains do not follow set schedules. A train can approach from any direction at any time.
- ◆ Trains cannot stop quickly. The following shows how long it takes to stop a train.

### 150-car freight train stopping distance:

30 mph = 3,500 feet or 2/3 of a mile

50 mph = 8,000 feet or 1-1/2 miles

### 8-car passenger train stopping distance:

60 mph = 3,500 feet or 2/3 of a mile

80 mph = 6,000 feet or 1-1/8 miles



[www.oli.org](http://www.oli.org)

## Key Safety Tips:

- ◆ Trains can come from **ANY** direction at **ANY** time.
- ◆ Trains **CAN'T STOP QUICKLY OR TURN** to avoid you.
- ◆ You **CAN'T** always hear a train coming and it **CAN APPROACH WITHOUT** your knowledge.
- ◆ Railroad bridges and tunnels are **NOT** designed for pedestrians. They typically only accommodate the width of a train and **DO NOT HAVE** sidewalks. Anyone caught on a bridge or in a tunnel when a train approaches **MAY NOT ESCAPE** in time.
- ◆ **DO NOT** hunt, fish, or play on railroad bridges.
- ◆ **NEVER** walk or climb between or over rail cars or attempt to hop aboard a moving train.
- ◆ Cross tracks **ONLY** at designated pedestrian or roadway crossings. **OBSERVE AND OBEY** all warning signs and symbols.
- ◆ **DO NOT** operate all terrain vehicles (ATVs) on or near railroad tracks.

Robin Thomas and I rode a Union Pacific Operation Lifesaver train in Stuttgart, Arkansas on May 17, 2007. Below is the same train the day before passing the Brinkley, Arkansas Central Delta Depot Museum at 3:44 p.m. Above is the handout we got while riding. (*Ken Ziegenbein photo*)



*You Can't Get There from Here* by Michael Lagan, PhD. 170 pages, spiral bound. DeNova Publications, P.O. Box 63, Marshall, Arkansas 72650; \$25 from the author in person, same by mail?

A new book expanding the lore of the Missouri & North Arkansas Railroad *should* be good news for fans of the "May Never Arrive". This one, however, is a very mixed bag, presented as "An historical and pictorial trek down the Missouri & North Arkansas (M&NA) railroad 60 years after its abandonment." The author claims to "discuss what happened . . . to each town, settlement, point of interest on the line." He omits several. It is a worthy project, although not an original one. Bernie Harville has pursued much the same quest in *Oak Leaves* for the last quarter century, and Bernie's presentations have been much better documented with maps, historic references and other background information, and Bernie freely admits when he is unsure of something.

The pictorial in *You Can't Get There from Here* is far more satisfying than the historical. Except for six period photos taken from the Gilbert store's website, all photos were taken by the author to show places or structures he associated with the M&NA. The most impressive are from the Gilbert/Buffalo River area including a retaining wall that [probably] supported the Gilbert depot, a culvert built of stacked stone by the StL&NA c.1902 and still in sound condition, some of the r-o-w that is now a hiking trail, close-ups of rock faces cut away by construction crews, and the still remaining piers for the big bridge. Some others may or may not be what the author thinks.

Early on, Lagan presents a capsule history of the railroad (apparently derived from *The North Arkansas Line*) that seems pretty accurate. He then proceeds to look more closely at specific locations from Seligman to Helena in very spotty fashion. (He had little interest in the "after-thought" [his term] extension to Joplin.) Unfortunately, he includes so much questionable, misleading and completely fallacious information as to render anything not already known to the reader suspect, although not necessarily wrong, without further exploration. He refers to the "361.2 mile long" M&NA. The source for that precise length is a mystery. The railroad often is described as 360 or 365 miles long, for the mainline only or including the branches to Eureka Springs and Berryville. Railroad documents from different years show Joplin-Helena as 359.34 to 359.69 miles with the branch lines totaling 4.3 to 4.6 miles. Other mileages and dates stated by Lagan also often vary from documented sources.

He identifies a nice photo of trestle remains as "Leatherwood Creek", but puts it on the wrong side of Beaver, thus also placing it on the wrong side of White River. It appears to be Butler Creek. In reference to changing place names, he states "some people refer to Elk Ranch as Skelton . . . but this is incorrect" and "somewhat dubious local history . . . claimed that the railroad men called Pindal [sic] Hurricane Switch. I knew that could not be correct." Railroad timetables suggest *he is not correct* in either instance. His latter statement is part of a lengthy discussion of his search for Hurricane Switch and Jameson, which probably were not where he "found" them. He mistakenly indicates "no depot" left at Beaver or Green Forest, and never a "regular depot" at Urbanette. That should be news to the gentleman who recently wrote that he had "the unusual honor of having been born in the Urbanette depot." Lagan also incorrectly puts Urbanette on a branch line. Some comments about depots at Bellefonte, Olvey and Pindall are misleading, very unlikely and probably misinformed, respectively.

Railroad names are carelessly used. He states "In 1880 (the beginning) it was known as the Eureka Springs Railroad or Eureka Springs and North Arkansas Railroad." The Eureka Springs Railway was the original railroad. E.S. Railroad was the Younger's operation at Beaver. So far as I know, the ES&NA name was never used except by the Dortch tourist line, which Lagan seems to imply is a continuation of the M&NA, not built two decades after the A&O was scrapped. He states outright that Searcy and Kensett are connected by "still existing M&NA rails." That track *never* was M&NA. It is and was Doniphan, Kensett & Searcy, albeit owned since 1932 by Missouri Pacific, now Union Pacific. KCS is referred to as "Kansas City and Southern". He repeatedly identifies the MoPac as the M&NA/CP-F connection at Fargo. The Cotton Belt was the actual connection.

I can recommend *You Can't Get There from Here* only to the M&NA completist; only if the Fair, Hull and Kubat books already are on the shelf; and only if ample grains of salt are handy.

*reviewed by Jim Wakefield*

# UNION PACIFIC STEAM TRIPS IN 2007

## May 3 - May 31, 2007

### Pacific Northwest Portland Rose - with the UP 844

**May 3** - Cheyenne to Rock Springs 9:30 - 10:00 Service stop at old depot in Laramie - 1:30 - 2:30 Service stop at fuel rack on south running track in Rawlins  
**May 4** - Rock Springs to Pocatello - 8:00 Depart Rock Springs - 11:00 - 11:30 Service stop at the depot in Montpelier  
**May 5** - Pocatello to Boise 8:00 Depart Pocatello - 11:00 - 11:30 Service stop in Shoshone  
**May 6** - Boise Layover and display Boise Station 8:00 am to 5:00 pm  
**May 7** - Boise to LaGrande 8:00 Depart Boise - 11:00 - 11:30 Service stop in Huntington  
**May 8** - LaGrande to Hinkle 8:00 Depart LaGrande  
**May 9** - Hinkle Layover and display 8:00 am to 5:00 pm  
**May 10** - Hinkle to The Dalles 8:00 Depart Hinkle  
**May 11** - The Dalles Layover and display 8:00 am to 5:00 pm  
**May 12** - The Dalles to Fife 2913 20th St. East Fife, Washington - 8:00 Depart The Dalles via the Kenton Line - 10:00 - 10:30 Service locomotive in Peninsula Jct. - 12:30 Service locomotive in Chehalis  
**May 13 to May 17** - Fife Layover and display 8:00 am to 5:00 pm  
**May 18 - 19** - Tacoma Public Excursions  
**May 18** - Tacoma to Everett to Tacoma 10:00 Depart Tacoma from Amtrak station - 12:00 - 2:00 In Everett - 4:30 Arrive at Amtrak Station. This excursion is not open to the public.  
**May 19** - Puget Sound Steam Special - 10:00 Depart Tacoma from Amtrak station - 12:00 - 2:00 In Everett - 4:30 Arrive at Amtrak Station - For info on this May 19th excursion go to Oregon Rail Heritage Foundation  
**May 20** - Tacoma Layover and display 8:00 am to 5:00 pm  
**May 21** - Fife Layover and display 8:00 am to 5:00 pm  
**May 22** - Fife to Kenton 8:00 Depart Fife - 10:00 - 10:30 Service stop at Amtrak station - 2:00 Arrive Track 805 at Kenton  
**May 23** - Portland to Hinkle 8:00 Depart Kenton - 10:00 - 10:30 Service stop at The Dalles  
**May 24** - Hinkle to LaGrande 8:00 Depart Hinkle - 12:00 Arrive LaGrande on Amtrak 525  
**May 25** - LaGrande to Nampa Departure @ 4:00am - 7:30 - 8:00 Service stop at Huntington - Arrive Nampa 11:00  
**May 26** - Nampa Layover and display 8:00 am to 5:00 pm  
**May 27** - Nampa to Pocatello 8:00 Depart Nampa - 10:00 - 10:30 Service stop - 1:00 Arrive Pocatello  
**May 28** - Pocatello Layover and display 8:00 am to 5:00 pm  
**May 30** - Montpelier to Rock Springs 8:00 Depart Montpelier  
**May 31** - Rock Springs to Cheyenne 8:00 Depart Rock Springs - 12:30 - 1:15 Service stop at Rawlins - 4:15 - 4:45 Service stop at old depot in Laramie

## June 23 - July 5, 2007

### Corn Belt Rocket - with the UP 844

Cheyenne - North Platte - Fremont-Boone - Trenton-Kansas City - Marysville (or Fairbury)- North Platte - Cheyenne. There will be displays enroute at population centers and past and present home terminals. Trenton has a 150th celebration during this time frame

## July 19 - 22, 2007

### Cheyenne Frontier Days Special - with the UP 844

**July 19** - Cheyenne to Denver Annual Colorado/Wyoming Legislative Trip  
**July 20** - Denver - Union Station Display 8:00 am to 5:00 pm  
**July 21** - Cheyenne Frontier Days Train - Denver to Cheyenne and back. For tickets go to Cheyenne Frontier Days Train website.  
**July 22** - Cheyenne Depot Museum Special Excursion open to the public. Depart Denver 1:00pm - Arrive Cheyenne 5:00pm. One way ride and bus back. For tickets call: 307-632-3905 or fax: 307-632-0614. **Note:** The doubleheader of 844 and 3985 has been cancelled. The 3985 Challenger will be scheduled for trips in the near future.

## August 22 - 27, 2007

### Colorado State Fair Mountaineer - with the UP 3985 Challenger - Colorado State Fair Special

## September 3 - 24, 2007

### Oklahoma Centennial Sooner Rocket - with the UP 844

Cheyenne - North Platte - Marysville - Herington - Wichita - Enid - El Reno - Chickasha - Lone Star. Return via the reverse route, again with the stopovers planned in current and past employee sites. The territory south of Herington is new to UP Steam and has not seen a steam locomotive since 1949. **Train rides will not be available to the general public.**

**Sept 3** - Cheyenne - North Platte 8:00 Depart Cheyenne  
**Sept 4** - North Platte - Fairbury/Marysville 8:00 Depart North Platte  
**Sept 5** - Marysville - Herington 8:00 Depart Marysville  
**Sept 6** - Herington Layover and display 8:00 am to 5:00 pm  
**Sept 7** - Herington - Wichita 8:00 Depart Herington  
**Sept 8** - Wichita Layover and display 8:00 am to 5:00 pm  
**Sept 9** - Wichita - Enid 8:00 Depart Wichita  
**Sept 10** - Enid Layover and display 8:00 am to 5:00 pm  
**Sept 11** - Enid - El Reno 8:00 Depart Enid  
**Sept 12** - El Reno Layover and display 8:00 am to 5:00 pm  
**Sept 13** - El Reno - Duncan 8:00 Depart El Reno  
**Sept 14** - Duncan Layover and display 8:00 am to 5:00 pm  
**Sept 15** - Duncan - Waurika 8:00 Depart Duncan  
**Sept 16** - Waurika - LoneStar / TXI-Waurika  
**Sept 17** - Waurika - Duncan 8:00 Depart Waurika  
**Sept 18** - Duncan - El Reno 8:00 Depart Duncan  
**Sept 19** - El Reno - Wichita 8:00 Depart El Reno  
**Sept 20** - Wichita - Topeka 8:00 Depart Wichita  
**Sept 21** - Topeka - Marysville/Fairbury 8:00 Depart Topeka  
**Sept 22** - Marysville/Fairbury - North Platte 8:00 Depart Marysville/Fairbury  
**Sept 23** - North Platte Layover and display 8:00 am to 5:00 pm  
**Sept 24** - North Platte - Cheyenne 8:00 Depart North Platte



**ABOVE-** UP Bush 4141 and Heritage units KATY 1988 and MoPac 1982 are leaving the Pine Bluff, Arkansas yards about to cross Missouri Street at 12:10 p.m. May 7, 2007. *Ken Ziegenbein Photo*). **LEFT-** Eureka Springs & North Arkansas No. 201 at Eureka Springs in the early 1990s. *(Philip Moseley photo)*



Motorman Irvin Sternberg operating FSLT 224 during Fort Smith Trolley Museum Open House. Fort Smith, Arkansas May 6, 2007. ©David Hoge IMJ31333.cr2