



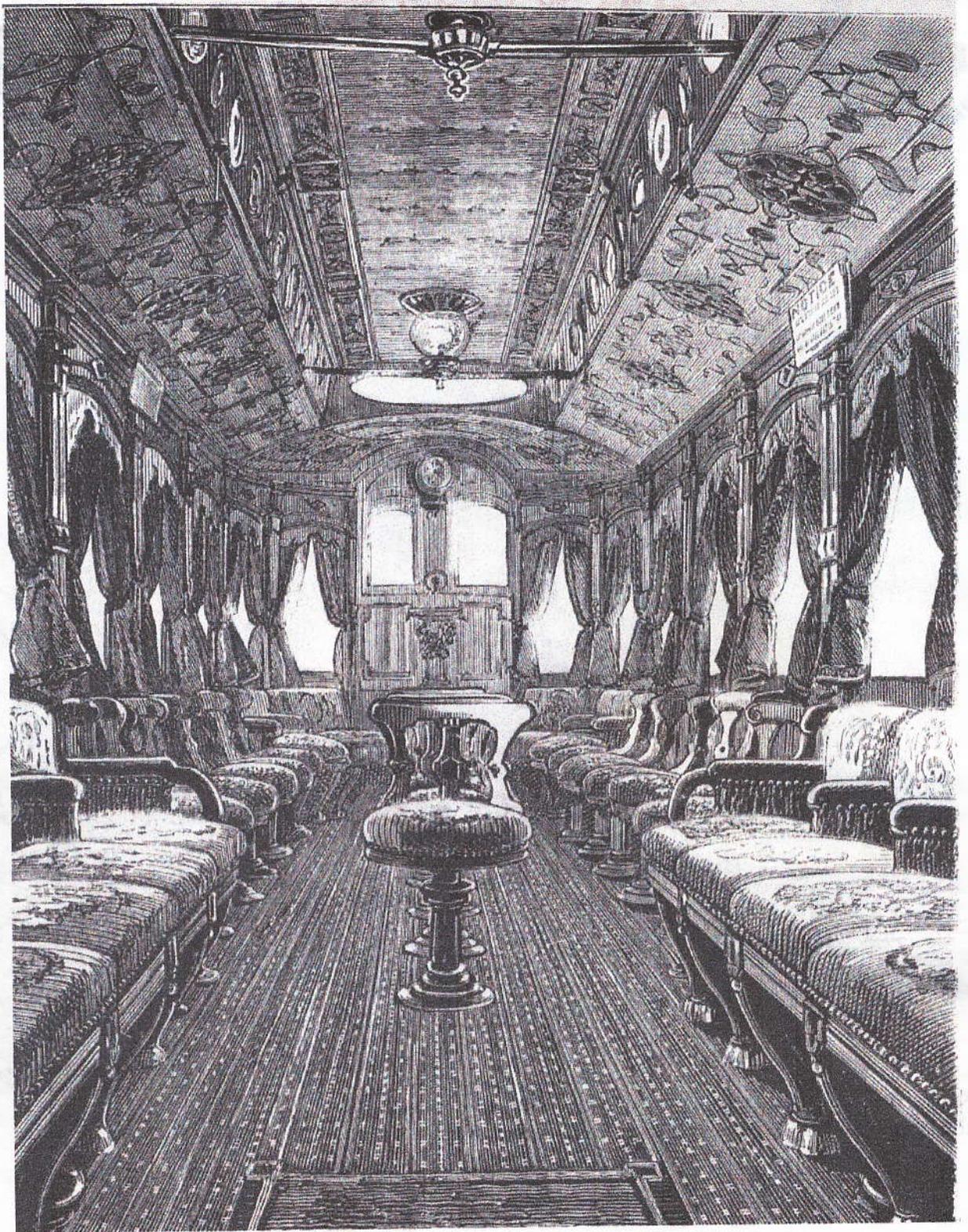
ARKANSAS RAILROADER



VOLUME 34 NUMBER 4 APRIL 2003



Reader Railroad's No. 11 is seen picking up cars from the Missouri Pacific connection in Reader, Arkansas before leaving for Waterloo, Jan. 27, 1964. *(Mike Condren photo)*



2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com

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 April 13 program of the Arkansas Railroad Club will be given by **John C Jones**. He will give a slide/photo program of the last run of Frisco 1522 last year. The date is **SUNDAY, APRIL 13 at 2 p.m.** at the usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock (just a few blocks off Markham Street). Refreshments will be served as always (*special thanks to Carole Sue Schafer for bringing the finger sandwiches and other things to our March 9 meeting. Let me know of others who bring snacks so I can include them in a future Railroader*)

By the way, the mystery speaker at our March 9 meeting was Louis R. Saillard of Baton Rouge, Louisiana. He gave an excellent slide show on the Columbus & Greenville Railroad.

Future programs lined up by our Vice President Russell Tedder include: Mike Condren in May (remember that our May meeting will be on the THIRD Sunday, not the usual second Sunday due to Mother's Day) and our annual outing at Peter Smykla's Paperton Junction Southern Railroad in Pine Bluff in September. There will also be a special Garden Railway program sometime this summer or fall.

There is a special announcement below about a planned excursion on the Arkansas & Missouri Railroad in June, which would take the place of the regular June 8 meeting.

A&M EXCURSION SPRINGDALE TO MONETT JUNE 8, 2003 – The Arkansas-Boston Mountain Chapter is planning a rare mileage trip on the Arkansas & Missouri from Springdale to Monett or South Monett, MO on Sunday, June 8. The 120-mile roundtrip will take about 5 hours and estimated cost will be \$25. Estimated time of departure from Springdale is 9 a.m. (The ABMC was still formatting plans and details as of this writing March 9). Fifteen already signed up from our club, so if you'd like to go, write us at PO Box 9151, North Little Rock AR 72119 or send an email to trains@trainweather.com We may rent a van if enough want to go up that Sunday morning. A few have said they will drive up the day before.

Also, the preceding Saturday, June 7, the Boston Mountain Chapter will have slide shows that morning at the Shiloh Museum of Ozark History in downtown Springdale. Then Saturday afternoon there will be a guided tour of the A&M engine shop in Springdale by Casey Shepherd – Chief Mechanical Officer-Locomotives.

EMAIL ADDRESSES NEEDED – If you didn't give us your email address when you joined or renewed and would like to, please email them to: trains@trainweather.com I will occasionally email members notices of special events and programs. These email addresses will be strictly kept in-house.

2003 DUES ARE WAY PAST DUE - The 2003 dues for the Arkansas Railroad Club are past due. Please get them in as soon as you can. Dues are \$20 club-only, \$40 local and NRHS. To: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. I had renewal forms in the January issue and there is one in this newsletter as well. Those not paid by the 15th of April will be removed from our membership.

ARAKNSAS RAILROAD CLUB PAST CALENDARS FOR SALE – While going through some stuff in my home office, I found a few Arkansas Railroad Club black & white photo Calendars of past years 1997 through 2001. We had annual calendars from 1994 through 2001, but I don't have any 1994, 1995 or 1996 calendars left. All the photos were taken in Arkansas.

If you want any, send \$1 for each plus \$2 postage (total \$3) to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. I'll also bring some to the next meeting and you can save the postage. Here are the years we still have available along with the photos in each:

1997 (29 left) - Arkansas Central in Paris, Arkansas - 1915; Cotton Belt Blue Streak in Camden, Arkansas - 1937; UP 8444 on World's Fair Special in Little Rock - 1984; Missouri Pacific freight near Pine Bluff - 1980; American Orient Express 'Branson Special' at Little Rock - 1995; Rock Island 4-6-2 #888 in Hot Springs - 1938; Cotton Belt Caboose in Pine Bluff - 1986; El Dorado & Wesson 2-8-0 #15 in Wesson - 1957; Southern Pacific freight Pine Bluff - 1979; White River Railway train near Cotter - 1995; Fordyce & Princeton in Crossett - 1987; Kansas City Southern 'Southern Belle' in Siloam Springs - 1968.

1998 (6 left) - D&R #4 on excursion in Dardanelle in 1994; Reader RR 2-8-0 #108 on trip - 1965; UP and SP consist just after merger in North Little Rock - 1997; BNSF mixed freight in Pine Bluff - 1997; BNSF in Hoxie - 1997; Arkansas & Missouri #22 south of Winslow Tunnel - 1994; Olympic Torch train at Union Station Little Rock - 1996; Warren & Saline River 2-8-0 #1702 Hermitage - 1960; Frisco fast freight B. R. Junction - 1980; Missouri Pacific 4-6-2 #6624 with passenger extra Union Station in Little Rock - 1951; Helena Southwestern #300 at West Helena - 1981; UP excursion by Pacific Limited and the Arkansas Railroad Club from dome car on the White River line - 1996; Missouri Pacific 4-4-2 #5534 in Van Buren - 1923; Amtrak Texas Eagle Little Rock - 1996.

1999 (15 left) - Louisiana & Northwest F7 and caboose at McNeil - 1979; Southern Pacific freight leaving Pine Bluff - 1997; BNSF freight at Pine Bluff - 1998; Rock Island #4428 during last days of the Rock at Fordyce - 1980; No. 1702 steam engine on the Warren & Saline River at Warren - 1961; KCS freight south of Ogden - 1980s; Arkansas Midland between Malvern and Mountain Pine - 1990s; Ashley, Drew & Northern 2-8-0 #115 near Crossett - 1946; UP freight past Union Station in Little Rock - 1997; KCS 'J' Class steam #905 during World War II at DeQueen; Arkansas & Missouri at Chester - 1994; Missouri Pacific E7's with passenger #219 at Little Rock - 1961; Missouri Pacific 4-6-2 #6629 at Mabelvale - 1947; Amtrak in the snow at Little Rock at night - mid 1980s.

2000 (4 left) - St Louis & North Arkansas 4-4-0 #2 at Freeman - 1901; White River Railway excursion near Norfolk - 1998; Warren & Saline River at Warren - 1985; UP freight at Pine Bluff - 1997; Missouri Pacific PA #8032 at Little Rock - 1955; L&N on the Missouri Pacific in Briark - 1980; Ashley, Drew & Northern #125 at Monticello - 1946; KCS special passenger train at DeQueen - 1996; Rock Island 2-8-0 #1888 at Little Rock - unknown date; Cotton Belt 'Blue Streak' at Camden - 1938; Reader RR special at Waterloo - 1968; BN freight at West Memphis - 1995; Arkansas Midland Santa Train - 1999.

2001 (our last calendar, 3 left - four extra pictures) - KCS freight at Rich Mountain - 2000; BNSF leaving Marion - 1995; Missouri Pacific train #3 at Beebe - 1932; Louisiana & Northwest F7 at McNeil - 1979; MoPac freight at Russellville - 1971; UP freight in snow at Little Rock - 2000; Rock Island F7 with 'Choctaw Rocket' at Pulaski - 1951; Arkansas Midland at Jones Mill - 2000; Cotton Belt #819 with freight at Texarkana - 1951; MoPac 'Delta Eagle' in Helena - 1950; DeQueen & Eastern freight near Dierks - 1979; MoPac engineer oiling wheels of steam engine #6608 - 1941; SP special train through Rison - 1979; Transitanter Porter at Fordyce - 1987; Missouri & Arkansas at Green Forest - 1943; Ashley, Drew & Northern 70-tonners at Crossett - 1964; MoPac freight at Hope - 1979; Amtrak 'Texas Eagle' in Little Rock in snow - 2000.

Here is an emailed letter from George H. Harris regarding viewing one of the abandonment notices I've been including in the Arkansas Railroader, including the online edition.

"Just to let you know, I check your page from time to time through Trainweb. (Trainweb.com has a link to the online *Arkansas Railroader*). I use trainweb as a source of news for what is going on in the railroad world in the USA since I am working overseas.

I noticed the recent "MISSISSIPPI - ILLINOIS CENTRAL - To abandon a rail line known as Central District Trackage, extending from milepost MH 0.66 to milepost MH 3.06, a distance of 2.4 miles, in Forrest County, MS." This is just about all that is left of the east end of the old Mississippi Central. Another one in Mississippi, "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." is just about the last of the old ICRR Jackson Mississippi to Natchez line. The west end of the Mississippi Central is all that is left going into Natchez.

I remember when the ICRR + GM&O merger was signed. It was signed in Jackson, Mississippi, and for the press it was said because Mississippi had the largest mileage of the combined system of any state. Well, since then, the IC management has made certain to cure that condition. Virtually all that is left in Mississippi of the combined system is the Memphis to New Orleans main, with the old freight main now being the main north of Jackson and the formerly high speed Grenada district downgraded, plus a line to Mobile cobbled together out of the north part of the Gulf & Ship Island (the ICRR line Jackson MS to Gulfport MS), the Bonhomie and Hattiesburg Southern and the south end of the old GM&N main. (As part of the merger package, the system was required to absorb the Columbus and Greenville, Mississippi Central and Bonhomie and Hattiesburg Southern. C&G soon became independent after ICG proposed to abandon virtually all of it.)

The GM&N main from Beaumont MS north to Jackson TN is mostly gone, the M&O main out of Mobile is gone, with a spur left to Waynesboro out of Meridian, and the portion north operated as a branch by KCS, the Y&MV main along the River is gone, Grenada to Jackson TN is mostly gone, and many branches are gone.

The east west A&V - VS&P is prospering but under KCS ownership, which it never did under IC ownership. If the government and people of Mississippi had the slightest idea the disaster the merger and subsequent ICG management would be to the railroad system of the state of Mississippi, the IC management would have been ridden out of town on a rail of the fence kind with a coat of tar and feathers instead of being welcomed. So much of what was taken up was from the GM&O side, it became plain to almost any observer that the main purpose was for the IC to eliminate competition and, not incidentally, gain access to the port of Mobile. The only parts of the GM&O retained by the IC other than access to Mobile have been a few in-city lines in Chicago, Jackson TN, and probably a few other places. One of the causes of the G&M failure was that when the old M&O main was sold off, access to Mobile was not part of the package, and that with the M&O being the original line out of the city.

The other major railroads operating in Mississippi have abandoned virtually no trackage within the state over this same time period. Of course, some would argue that that is being unfair, as the others had little in the way of branch lines in Mississippi, which is true, but I would suspect that if anyone were to, excluding the northeast, look at the percentage of system abandoned over the last 30 years, IC+GM&O would be at the top of the list, maybe except Milwaukee Road, since they dropped their Pacific Extension." *George H. Harris - ghharris44@yahoo.com*

Here is another letter I got in email, this one from Wilbur E. Johnson, longtime member from Houston, Texas:

"Dear Ken: The story in the February, 2003 Arkansas Railroader about the 1930 Cotton Belt train wreck brought back memories to my wife Rosemary, who was in McNeil when the accident occurred. Ever since she and I met in 1992, she had occasionally referred to it, but didn't know any of the railroading details nor remember the exact date it happened.

She was 10 at the time and her family, who lived in Texarkana, Arkansas, was visiting her grandmother to whom she has always referred as Mom Blair. Her grandmother operated a rooming and boarding house utilized by Cotton Belt and Louisiana & North West trainmen between shifts. I saw the house several years ago and distinctly remember the outside stairway to the second floor, so that trainmen could

come and go all hours of the night without awakening the other people in the house.

Rosemary says the house was close to the tracks and the family was sitting on the front porch when the westbound went by. A few minutes later they heard the loud noise of the crash. Her father, William W. Wallace, and her uncle, Elvin Blair, immediately drove to the crash area and then began bringing back bodies, some of whom were still breathing and gently laying them on the front lawn of the Blair house. Since the scene was too gruesome for a 10-year old, her mother made her and the other children go inside the house. Rosemary thinks her younger cousin, Wanda Teague, who now lives in Magnolia, might have been present, but was too young to remember it. (*Wilbur E. Johnson*)

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.

FOR SALE – Club member Chuck Crisler has a few former Amtrak F40 parts available for sale. The fleet of 63 remaining units was sold for scrap late last year. A handful were resold to other buyers, but the majority were cut. There might still be one or two decent units left. Anyone interested in the care and feeding of an F40 for \$35,000 or so give Mr. Crisler an email (p42@4rr.com). The speed controllers, speedometers, and cab control signal aspect repeaters I have are \$75 each. The tri-color marker lights from the front of the units are \$50. The red cast iron marker light from the top of the nose, and the headlights are \$100. I also have some number boards for \$25. I really didn't know what to ask for these items, but it goes to a good cause, the upkeep of my website (<http://www.4rr.com>)

WANTED – The Missouri Pacific Historical Society wants to know if there were any MoPac steam engines numbered above 2403. Several MPHS members have been working on an article covering Missouri Pacific's

Passenger train operations on the Eastern division to be printed in the Missouri Pacific Historical Societies newsletter, The Eagle. We were lucky enough to obtain an engineer's time (pay) book from 1924 covering the trains he operated between St. Louis & Jefferson City, Missouri. One item of particular interest were a few of the engines he operated. In his book he listed engine numbers of 2406, 2408, 2432 & 2435. But in all the published rosters and information I can find, Missouri Pacific's 2400 series locomotives only went as high as engine #2403. The engineer's penmanship is excellent, so the numbers are not being confused. For example, mistaking a nine for a four, etc. Any suggestions, leads or comments from your membership are welcome. I can be contacted via e-mail at etc@classicnet.net or by mail at: Gene Semon, 11500 Maybelline Road, North Little Rock, AR 72117-1886.

WANTED – Does anyone want to buy a 1927 Santa Fe Pullman lower berth/seat set with end panels, lights, and porter's

table? These are in original red Santa Fe upholstery. They are from the Santa Fe car Dell Lake. I also have two or three Manitou & Pike's Peak Cog Ry seats from car No. 9. These seats have their original upholstery and are built to sit level on a 16% grade. They have backs that move forward and back, depending on the direction of travel. Any suggestions who I might contact? Email me (galloping_goose@prodigy.net) or phone 1-303-425-3586. (Sig Benson, Denver, Colorado)

FOR SALE - Remember that The Arkansas Railroad Club has the following books for sale: Reprint of GeneHull's classic Shortline Railroads of Arkansas, hardbound for \$24.95 plus \$5 shipping and the club's 120-page book Railroad Stations and Trains Through Arkansas and the Southwest, for \$29.95 plus \$4.50 shipping. Order through White River Productions, 24632 Anchor Ave, Bucklin MO 64631, 877-787-2467. We have a few left locally as well.

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.

ILLINOIS – ILLINOIC CENTRAL RAILROAD CO. - To abandon a 0.45-mile line of railroad between milepost MM 602.55 and milepost 603.0 near Baldwin, in Randolph County, IL. Effective on March 30, 2003. (STB Docket No. AB-43 (Sub-No. 174X, decided February 19, served February 28, 2003)

INDIANA – ILLINOIS INDIANA DEVELOPMENT, LLC - To abandon and CSS to discontinue service over an approximately 0.6-mile line of railroad from approximately milepost 157.9, near Dickson Street in Michigan City, northwest across Trail Creek to approximately milepost 158.5, near U.S. Highway 12, in LaPorte County, IN.

Effective on March 30, 2003. (STB Docket No. AB-846X and STB Docket No. AB-344 (Sub-No. 2X, decided February 21, served February 28, 2003)

NEBRASKA – BNSF - To abandon a 19.8-mile line of railroad between milepost 216.95 near Franklin, NE, and milepost 197.15 near Red Cloud, NE, in Franklin and Webster Counties, NE. Effective on April 4, 2003. (STB Docket No. AB-6 (Sub-No. 400X, decided February 26, served March 5, 2003)

ARKANSAS RAIL NEWS

LITTLE ROCK/NORTH LITTLE ROCK STREETCAR BLUES

Due to a severe shortage of funds, the Little Rock Board of Directors postponed in early March allocating \$11 million for the Main Street Streetcar system. This \$11 million was to go to actually starting placing the rail and overhead wires along Markham (President Clinton Street) and Main Streets. Work on the Main Street bridge itself has been ongoing for months to get it ready for the rails. At the same time, a new streetcar was just delivered to the city a cost of \$800,000. It was unknown when or if the \$11 million will be given. Merchants in the River District also complained that street work would severely curtail their businesses.

O.U.C.H. NEWS

Remember the excursion we had on the Ouachita Railroad last April between El Dorado, Arkansas and Lillie, Louisiana? I've heard a rumor that the tie plant in Lillie has closed, and if so the

OUCH now only runs out to the chemical plant, a few miles out of El Dorado. Can anybody fill me in? (ken@trainweather.com)

FEAR OF REMOTE TRAINS

(North Little Rock) – Remote-controlled freight trains in North Little Rock has some residents worried about safety. The North Little Rock City Council was to vote on the issue in mid February. The Pine Bluff City Council already voted to oppose the practice of remotely driven yard switchers.

The railroads, including the Union Pacific, say the operations are safe since remote operation has been used for years in Canada in yards. UP also says it will not fire any engineers that used to work switching jobs in the yard, but simple put the on road trains. Being moved around is hard on some of Arkansas' 450 railway engineers, said Terry Todd, Arkansas chairman for the Brotherhood of Locomotive Engineers, especially when they have children and a spouse

and have grown accustomed to going to work in one place for many years. No more iron-clad work schedules.

DELTA HERITAGE TRAIL

(Helena Junction, AR) – Ronnie Roseberry has been named the new park superintendent of the Delta Heritage Trail State Park. He will supervise the rails-to-trails converted park that runs 73.22 miles along the former Union Pacific (MoPac) from Lexa to Cypress Bend. UP donated this right of way to the state in 1992. The first 4-mile segment of the park is ready from Helena Junction to Barton. (*Via Randy Tardy, Phillips County Progress*)

BNSF LOOKING AT SITE

(Marion, AR) – The industrial site near Marion, Arkansas that was considered for the location for the Toyota Motor Corp plant is also being considered by BNSF as an intermodal or truck facility. (*Via Randy Tardy*)

GENERAL RAIL NEWS

ROUNDHOUSE ROOF COLLAPSES

(Baltimore) – On February 17, 2003, the Iron Structure of the 1884 Baldwin roundhouse at the B&O Railroad Museum collapsed under the weight of the heavy snow of the past few days, over 2 feet in some areas.

THIEVES STRIKE STRASBURG RAIL ROAD

(February 16, 2003) – Pennsylvania State Police are investigating a burglary occurring at the Strasburg Rail Road's engine house. The thieves took the following items:

* The number plates from engines nos. 31, 90, and 475. - * Classification lights from engines nos. 31 and 89. - * One

new classification light. Six rear-end marker lamps, four kerosene, and two converted to battery operation. - * One photograph of engine no. 89 on the Green Mountain Railroad. - * One Strasburg Rail Road rule book in red loose-leaf format. - * One small (about one-half normal size) locomotive brass bell and yoke. - * One ICC steam locomotive defect chart.

The perpetrators also forced open and destroyed a steel door to the back shop, Strasburg officials say, but as of Monday afternoon nothing was noted as missing. Strasburg officials say it appears that there were two perpetrators due to the number and variety of footprints in the snow. The thieves seemed to have had a

specific list of items they wanted. Anyone with information on this crime is asked to call the Strasburg Rail Road at 717-687-8421.

BILL WOULD HELP SHORT LINES HANDLE HEAVIER CARS

A bill that would help short lines pay for right of way improvements to accommodate 286,000-pound cars has been introduced in the U.S. House of Representatives. The bill, HR 876, would authorize a federal tax credit against qualified railroad track maintenance expenditures paid or incurred by a taxpayer. Qualified expenditures include those used in maintaining or upgrading Class II or III

railroad track. The total tax credit would be capped at \$10,000 for every mile of track.

When asked about potential mergers of the UP and BNSF, UP Chairman Dick Davidson said in a February 3, 2003 interview: "*The political climate is against it. I have four years left until*

retirement, and we won't see a big merger in my working lifetime." (February 3, 2003 Fort Worth Star-Telegram via Jerry Nunn)

AMTRAK NEWS

AMTRAK GETS JUST ENOUGH

The Omnibus Funding bill for FY 2003, which began last October, has been approved by the Joint House-Senate Committee and now goes to President Bush for his signature. We expect him to sign it. Amtrak gets \$1.05 billion which is not a "shutdown budget." The \$800 million which had formerly passed the House would have been. Senator Kay Bailey Hutchison (R-TX), one of Amtrak's most ardent supporters, was quoted in the Fort Worth Star-Telegram, saying: "This budget will help ensure that Amtrak continues to operate for another year as a national railroad system. We must also continue to pursue long-term reform and better service."

For next year--FY 2004--Amtrak's request is \$1.8 billion. The increased funding level will allow Amtrak to further stabilize the national system, repair wrecked and damaged cars and start the massive backlog of capital work needed to maintain commercially viable speeds on the Northeast Corridor over the next few years.

WINTER WEATHER TRANSPORTATION

(Feb, 2003) Airports for Washington, Baltimore, Philadelphia and New York largely shut down, stranding thousands of passengers trying to leave and get into the region during the massive snowstorm in late February. Amtrak's north-south service was halted between Washington

and Richmond, Va., and regional bus service stopped in many areas, but Amtrak service continued in most other areas of the east.

MISSOURI WAS SEEKING PRIVATE ALTERNATIVE

(February 8, 2003) – The state of Missouri was investigating asking a private passenger rail operator to run both of the trains between St Louis and Kansas City instead of Amtrak. Herzog Transit Services said it could run the two daily roundtrips for less than Amtrak. Amtrak was asking \$8.9 million, but later reduced it to \$6.2 million. (Kansas City Star, February 8 via Jim Johnson)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARKANSAS – PINE BLUFF – Saturday, April 5, 2003 – Annual Railroadiana and Model Train Show at the Arkansas Railroad Museum in Pine Bluff. Admission is \$4.00. If you'd like to rent a table (8-foot, \$15 each), contact Joe McCullough, CBRHS, PO Box 2044, Pine Bluff AR 71613-2044, 870-535-8819.

OKLAHOMA – CLINTON – Beginning in April 2003, Farmrail is slated to begin weekend train excursions to the Quartz Mountain Resort in Western Oklahoma. A few excursions will also take place in the January through March timeframe. The 90-minute excursions will cost \$12 for adults. Farmrail will use the same coaches and engines it did in November 2002 when excursions were run in and out of Clinton. Farmrail is also considering Route 66 themed trips from Clinton to Elk City, Oklahoma. Contact Farmrail System, Inc., PO Box 1750, Clinton OK 73601. (Article in the Dallas Morning News via Randy Tardy)

ARKANSAS – JACKSONVILLE – Saturday, October 4, 2003 – The Arkansas Valley Model Railroad Club's Fifth Annual Show and Sale at the Jacksonville Community Center starting at 930 a.m. Rental tables are \$12 each. For table rental information, write to: Arkansas Valley Model Railroad Club, PO Box 471, North Little Rock AR 72115, 501-454-7119, arkansasvalleylines@yahoo.com

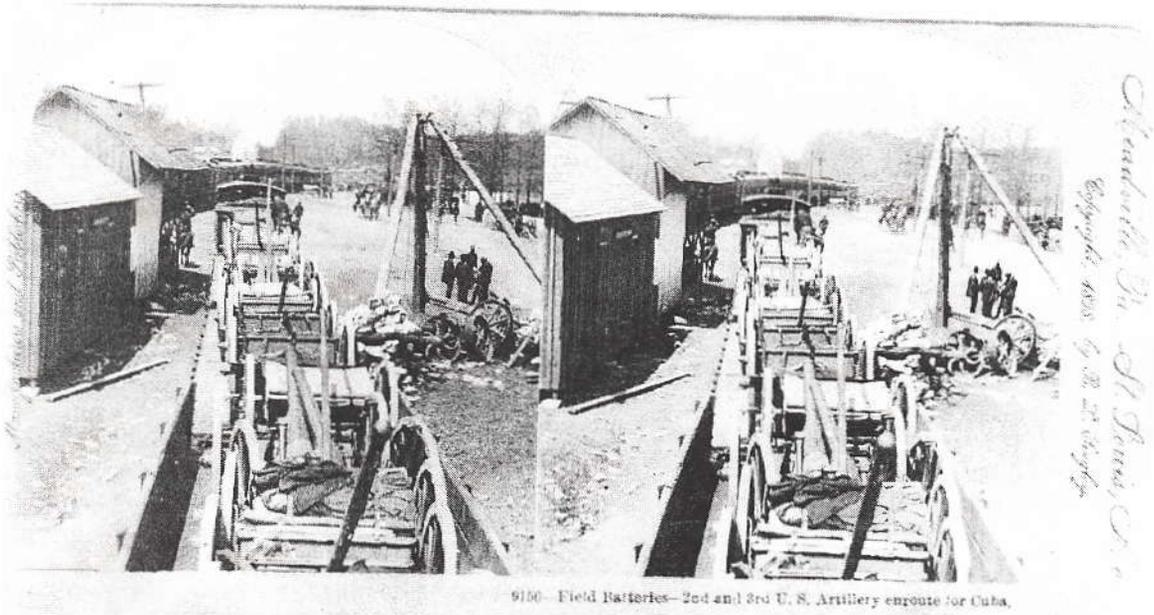
To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. Annual dues are \$20 for local dues (plus \$20 for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues). Send to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____



9100—Field Batteries—2nd and 3rd U. S. Artillery enroute for Cuba.

Loading war equipment for Spanish-American War in Cuba in 1898. Location somewhere in southeast U.S. Logistics were a headache. Connecting railroads often were of different gauges. Cargo was frequently unloaded and reloaded. Due to this confusion, President Wilson, before World War I, created a committee of five to integrate the nation's rail system. On 6 April 1917, presidents of 90% of U.S. rail mileage came to Washington and agreed to operate their roads as a continental rail system. (Keystone View Company's "stereoptican view from the Gene Hull collection)

ORDER OUT OF CONFUSION

by: Gene Hull

The accompanying illustration shows a locomotive with flat cars and gondolas loaded with field artillery guns to be used by the U.S. Cavalry troops in Cuba during the Spanish-American War in 1898.

When Spain began her westward conquest, the islands of the Greater Antillies (Cuba, Jamaica, Hispaniola, and Puerto Rico) were overrun. She laid claim to most of South America, all of Central America and Mexico, and most of North America west of the Mississippi River and south of Canada. Florida also was under Spanish rule.

In October 1800, the Treaty of San Ildefonso ceded the massive territory called Louisiana, extending westward from the Mississippi to the crest of the Rocky Mountains, and from Canada to the Arkansas and Red Rivers, from Spain to France. Spain was sure France would protect the land from invasion by the land-hungry Americans. Oh, that fickle political loyalty. On 20 December 1803, France delivered Louisiana Territory to the U.S.

ARKANSAS RAILROADER - LITTLE ROCK CHAPTER NRHS

In the summer of 1821, Mexico revolted and gained her independence from Spain, taking along the land of California, Nevada, Utah, most of New Mexico and Arizona, and much of Colorado. Spain was losing ground fast, or quickly, if you prefer. On 10 May 1846, the U.S. declared war on Mexico, and on 2 February 1848 a treaty signed at Guadalupe Hidalgo, a little village near Mexico City, gave the U.S. possession of the land within the present states noted above.

In the spring of 1818, U.S. General Andrew Jackson and his troops invaded Florida, and by a treaty of 1819 the peninsula of Florida was U.S. territory.

Spain's last foothold lay in the islands of the Greater Antillies. In 1895 a rebellion against Spanish rule broke out on the island of Cuba, just 90 miles from the tip of Florida. The island was closely linked to the U.S. Its primary crop of sugar was shipped to the states. Americans had invested \$40 million in Cuba, and they sympathized with the Cuban desire for independence. Spain had created a reputation for oppression and destruction throughout all her territorial possessions, which were abhorred by Americans.

In the fall of 1895, Spain sent 120,000 troops to quell the rebellion on the island. The fighting continued until April 1898, when President McKinley asked Congress for power to directly intervene. A small, badly equipped army under Gen. Wm. R. Shafter landed in Cuba, and fought some brief bloody battles. On 12 August 1898, Spain agreed to free Cuba, and ceded Guam and Puerto Rico to the U.S.

The term "badly equipped army" brings us to the illustration for this little story. It shows the field battery guns of the 2nd and 3rd U.S. Artillery loaded and ready for shipment to Cuba. This stereoptican view was produced by the Keystone View Company, of Meadville, Pennsylvania. This, and other such equipment, was involved in a frustrating fiasco of logistics.

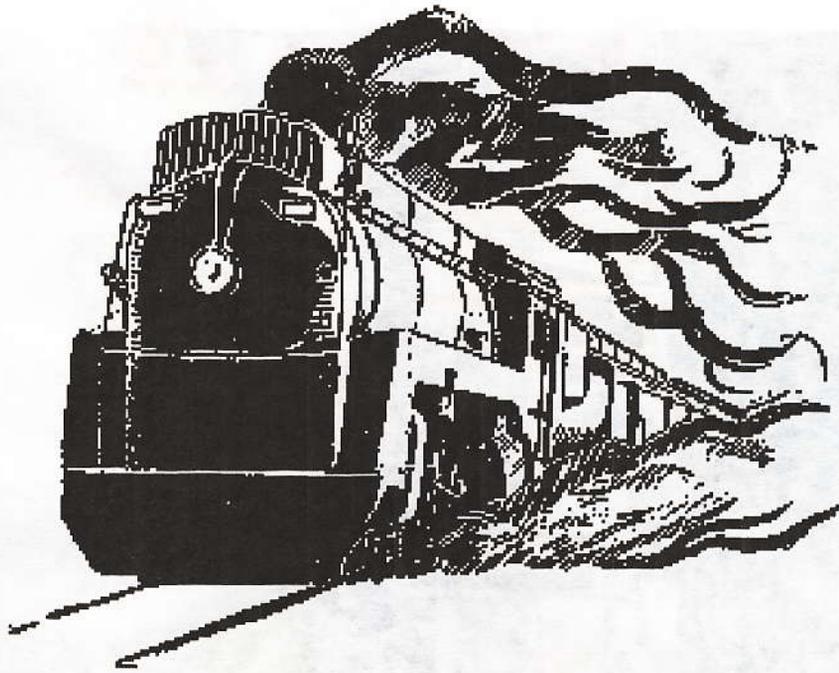
Some of the railroads did not connect with other roads. Those which did often were different gauges of track. The cargo had to be unloaded, then reloaded on cars of a different gauge. The result often was long delays of war goods reaching southern ports for shipment. Guns and ammunition arrived too late, or not at all. The war was won in spite of all this.

One good thing evolved from this breakdown of rail transportation. President Woodrow Wilson was in office when it became evident the United States would be swallowed up in the throes of World War I. He was well aware of the madhouse confusion associated with the "splendid little war" in Cuba. This European conflict was far more serious. A better system of transportation was mandatory.

In 1915 the president began making plans to integrate the continental system. A committee on military transportation was created with five members. There were 18 members by February 1917. The problem of logistics was greatly improved. On 6 April 1917, fifty-one railroad presidents, representing about 90 percent of the nation's rail mileage, were called to Washington, when they approved a plan to operate their respective railroads in harmony as a continental rail system.

On 7 April 1917, the U.S. entered the war. The rush of men and equipment to Eastern ports was so successful, a car shortage developed. The rail yards were choked with cars. Ships could not move the glut. The American Railway Association had moved the cargo, but it could not deal with the traffic jam. At noon on 28 December 1917, President Wilson took control of the nation's railroads, and put William McAdoo, Secretary of the Treasury, in charge.

The utter confusion represented by the little stereo view illustrating our story led to the later formation of the American Railway Association and the integration of the railroads of the United States. ■



Happy Easter





Gettysburg RR #70, 1555 at Holly Springs, PA, July 6, 1981. *(Peter Smykla, Jr. photo)*