



Little Rock Chapter
NRHS

ARKANSAS RAILROADER



VOLUME 33 NUMBER 8 AUGUST 2002



Union Pacific 2795 & UP 6134 on the IMNLBR 21 crossing the river at Pine Bluff, Arkansas, June 22, 2002.
(John Jones photo)





A Union Pacific power move taken at the North Little Rock yards, June 21, 2002. In the lead was UP9807 followed by CEFX7110 (powered units) followed by UP5996, 5966, 5994, 5998, 5964, 5965, 5958, 5990, CNW8052, UP5992, 5986, 5982, 5968, 5989, 5993, 5963, 5999, 5988, 5997, 2150, 2125, and 5987 (total of 24 locomotives - let's see, if two locomotives could pull 100 cars, then this train potentially could be 1,200 cars long!). The train was the ENLNP21, probably a move to return leased units UP no longer needed. (*John Jones photo*)

2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026)
VICE-PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - 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)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

NEXT MEETING/PROGRAM

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

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

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

The next meeting/program of the Arkansas Railroad Club will be held **SUNDAY, AUGUST 11, 2002** at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Refreshments will be served. The program will be presented by **RUSSELL TEDDER**, formerly the head of the now-abandoned Ashley, Drew & Northern Railroad (I STILL see lots of AD&N boxcars). He was also formerly in charge of Georgia Pacific's railroad operations in Arkansas and other states as well as being a past president of the American Shortline Railroad Association.

Mr. Tedder, who now lives in Sherwood, will talk on GE 70-ton locomotives. He will call it "Shortline Roadswitchers-General Electric's 70-ton locomotives." It will be mostly a slide presentation with a brief commentary on the background of the locomotive model, plus descriptive comments on the slides themselves. He has a good assortment of slides, mostly color but a few black and white, of shortlines, Class Is, Industrials, Export, both Canada and South America, many train or action scenes of the 70-tonners at work. As he says, they were quite common in Arkansas. Russell's program will run about an hour and 15 minutes.

As always, if you have anything to show to members, bring it to the meeting and put in on the 'show and tell' table for all to enjoy. After all, it's no fun to keep all those mementos to yourself, is it?

NEW MEMBERS - EAST CAMDEN & HIGHLAND RAILROAD, PO Box 3180, East Camden AR 72711, 870-574-0770; DANIEL GLADSTONE, 5 Rebecca Ln, Greenbrier AR 72058-9490, 501-679-5568; RON EDDY, 6 Berwyn Dr,

Little Rock AR 72227, 501-223-3367; DEAN ESSERMAN, 1006 South Englewood, Russellville AR 72801, 870-880-1988; AUSTIN ANDERSON, 3421 Oxford, St Louis MO 63143, 314-647-6720; OLGA LEWIS, 8107 Langdon Ln, Houston TX 77036, 713-771-5231; ED MERTES, 7746 Suffolk, St Louis MO 63119, 314-647-8847; RICHARD A EICHHORST, 4351 Holly Hills Blvd, St Louis MO 63116; 314-752-3148.

EARLY DEADLINE - The September issue's deadline for news getting to the editor will be **Sunday, August 11**. I will have to get it mailed the week following our August meeting due to other commitments the following week. Thanks for your cooperation. This issue may be smaller than normal as well. (Ken Ziegenbein, editor)

POSTAGE NON-PROFIT RATE GOING UP SLIGHTLY - Non-profit postal rates have finally gone up along with first class postage, but only slightly....it used to cost 22 cents to mail each Railroader, now it will cost 22.7 cents each, which will increase mailing costs only a couple of dollars a month. I use Return Service Requested on each Railroader I mail, which means if it can't be delivered, I get the entire newsletter back with the corrected address on it. This address correction service costs about 80 cents, first class, so if you move, PLEASE send me your forwarding new address, otherwise it costs the club to get it returned and then to re-mail to your new address first class (I can't re-mail newsletters using the non-profit rate - you have to mail at least 200 pieces at a time to use that).

WEB SITES OF SOME MEMBERS - Let me know if you know of other web sites members have that might be of interest to club members.

Ken Ziegenbein has current railroad photos online at <http://www.trainweather.com/sunday.html>

David Hoge has a site containing lots of photos of trains in Arkansas - <http://www.trainweb.org/arkansastrains/>

Brian Smith has current and past rail photos on his site. He likes tunnelmotors and is an SP/SSW fan:
<http://www.briansrails.homestead.com/>

Chuck Crisler has a broad interest railroad site, including shots of trains around the Panama Canal and lots of the Amtrak Genesis engines:

<http://www.4rr.com/>

David Thomas has a site devoted to geared steam locomotives:

<http://www.trainweb.org/gearedsteam/>

NRHS NEWS - From Tom Shook comes the following from the national NRHS: The 2002 Convention will be held in Williams, Arizona August 19-26, but if you can't attend, you can visit the convention on the Internet by going to <http://www.nrhs.com>. The site will feature photos and videos of the event shortly after they happen and you can even register for a chance to win a copy of a 1916 Baltimore & Ohio Railway Employees Magazine.

The NRHS has a new website for its' successful RAILCAMP, which has teens attending railroad-learning events in the form of a summer camp in Pennsylvania. The site is <http://www.railcamp.org>.

As we all know, the NRHS *Bulletin* is often delayed by months, with 2001's issues still not complete. The NRHS is making changes so that they will come out faster, one change being made is to make the annual activities issue a non-numbered issue so that it won't delay publication of other *Bulletins*. The activities issued will not change in content, however. So, in 2003 the NRHS will publish five regular issues, numbered one through five in addition to the Annual Activities issue.

The *Arkansas Railroader* was mentioned in the Spring 2002 National Railway Bulletin flyer. The NRHS has been asking for chapters to send them their newsletters each month (we have been for years) and said one benefit would be to aid them in identifying articles that would warrant exposure on a national basis. For example, it said Gene Hull's article "Panama's Transcontinental Railroad," written for the Little Rock Chapter's newsletter, the *Arkansas Railroader*, was picked up and published in the Volume 64, Number 5, 1999 NRHS *Bulletin*. Our reprinting of it in the *Bulletin* resulted in the sale of reprints of that article to Mi-Jack Products, half owner (KCS owns the other half) of the Panama Canal Railroad. This wouldn't have happened if the *Bulletin's* previous editorial staff wasn't made aware of a locally produced article that merited further exposure. The Panama Canal Railroad Company ordered 2,000 reprints of Gene's story (with some added photos added by the NRHS). The railroad is selling these reprints to tourists riding on the railroad. The story is also getting exposure to Cruise Ship passengers that go through the Panama Canal.

The NRHS has implemented a new Student Membership fee of \$10. You must be under 18 years old. This is half the price of regular membership, but may well cause more younger people to join.

Future national conventions: 2003-Baltimore; 2004-Minneapolis.

RARE MILEAGE PASSENGER TRAIN TRIP IN OKLAHOMA/TEXAS - OCTOBER 31-NOVEMBER 3, 2002 - THE OKLAHOMAN LIMITED PASSENGER TRAIN - HANDLED BY BARTON JENNINGS - FOUR DAYS, FOUR RAILROADS, 550+ TOTAL MILES OF WESTERN RAILROADING. Read on for the details:

Trips operate out of CLINTON and ALTUS, OKLAHOMA, and WICHITA FALLS, TEXAS. Come ride with the Southern Appalachia Railway Museum and High Iron on our yearly rare mileage train ride, this year covering four separate railroads over four days. We will cover more than 550 miles (365 of them unique) of railroad in western Texas and Oklahoma. The railroads include Farmrail, Grainbelt, Hollis & Eastern, and the Wichita, Tillman & Jackson. **These will be the first public trips in nearly 50 years over much of this mileage.** Tickets are available for one day or for all four. Come join us on this once-in-a-lifetime event. Seating for this trip is very limited, early reservations are recommended.

Tickets available now for the following trips:

Thursday, October 31: Wichita Falls, Texas, to Altus, Oklahoma. \$130

Friday, November 1: Altus, Oklahoma, to Clinton, Oklahoma. \$130

Saturday, November 2: Roundtrip Clinton to Enid, Oklahoma. \$95

Sunday, November 3: Roundtrip Clinton to Frederick, Oklahoma. \$85

DETAILED TRIP SCHEDULE:

Thursday, October 31 - 7am departure for a trip from Wichita Falls, Texas, to Altus, Oklahoma via the Wichita, Tillman & Jackson. We cover former Missouri-Kansas-Texas trackage as we pass through the Red River Valley oil boom and ranch country. The WT&J started operations over this line in January 1991 after acquiring it from Union Pacific. This will be one of the only excursions over this line since regular passenger service ended. Overnight in Altus, Oklahoma. About 80 miles at 10mph.

Friday, November 1 - 8am departure. We start with the Hollis & Eastern (30 miles roundtrip), again part of the MKT which operated throughout the western Oklahoma country. Upon our return to Altus, we turn north through the Wichita Mountains along trackage built by the Kansas City, Mexico & Orient, later operated by the Santa Fe, and operated today by Farmrail (66 miles at 10-15mph, but probably the most scenic trackage of the weekend). We end the day at Clinton, Oklahoma.

Saturday, November 2 - 8am departure. Today we make a roundtrip from the Farmrail station in Clinton, Oklahoma, to Enid, Oklahoma, and back along the route of the former Frisco (190 miles roundtrip). We make a stop at the Railroad Museum of Oklahoma in Enid for a barbeque lunch and to tour their large collection of rail equipment. This is a great one-day trip for those looking for a chance to ride a train. Think of it: taking a train ride to visit a railroad museum! A railfan's delight!

Sunday, November 3 - 8am departure. Our final day features a roundtrip southward from Clinton, Oklahoma, to Frederick, Oklahoma, and return, again making contact with the WT&J (166 miles roundtrip). This is again former Frisco mileage, today operated officially as the Grainbelt. A great way to end the weekend with about 8 hours of train riding.

EQUIPMENT:

We will be using former VIA equipment (part of the 1954 CC&F cars from the 5437-5654 series) that Farmrail acquired several years ago. One ex-76 seat coach has been turned into a half coach/half lounge and seats 62. A second coach seats 76. These cars will be general seating. Large groups wishing to sit together should order their tickets together and request group seating. Seats will be set aside for this purpose.

High Iron will be operating at least one private first class car on the trip. Tickets are only available directly from them for this equipment as they include all meals and lodging onboard the train. Full information is available at their website:

"<http://www.highirontravel.com>".

All of this equipment dates from the middle of the 20th century. It has been restored for modern use but may not be fully accessible for all passengers. Steps and narrow aisles may make it difficult for some people. Because of their historical design, passengers needing special assistance are asked to make arrangements on their own for physical help.

ON-BOARD SERVICES:

All meals and lodging are included **ONLY** in the first class cars operated on the trip by High Iron. Snacks, drinks and souvenirs will be available for sale on the train in coach. Lunch will be provided on the Saturday train only. Passengers are encouraged to bring meals on the train as necessary. However, to ensure adequate space on the cars, passengers are encouraged to carry only small bags or coolers. Coolers and bags must fit overhead or under seats to keep the aisles clear. Efforts will be made to store all luggage for our 4-day passengers in one location to make as much room available as possible.

HOTELS AND LOCAL TRANSPORTATION:

Passengers are expected to make their own hotel reservations and accommodations to get to and from the train each day. A list of hotels will be provided for Wichita Falls, Altus and Clinton and will be sent with the tickets.

THE FINE PRINT:

These trains are operated for the entertainment and enjoyment of the passengers and as fundraising activities for SARM/High Iron. They will run rain or shine. They are not a part of the regular operations of the railroads involved, therefore, Farmrail, Grainbelt, Hollis & Eastern, and Wichita, Tillman & Jackson railroads cannot be held responsible for delays or changes in the equipment or itinerary. The operators cannot be held responsible for problems associated with connecting transportation, lodging, sickness, weather, acts of war, acts of God, or other causes beyond our control. The same holds true for High Iron, the Southern Appalachia Railway Museum, Railroad Museum of Oklahoma, and any other non-profit or for-profit organization assisting with these trips. Ticket cancellations will be accepted up to 15 days before the trip for coach passengers, minus a \$10 handling fee. Remember, this is a volunteer operated event, please assist us as you can.

TICKETS:

Please fill out the attached form and mail a check or money order, along with a self-addressed stamped envelope, to **SARM/High Rail Oklahoman Limited, P.O. Box 5870, Knoxville, TN 37928**. Tickets and area information will be returned by mail beginning late July. Tickets from orders received after October 15 will be available at the train. No orders will be accepted by mail after October 24. Any available tickets will be sold the day of the trips at the train. For more details, see www.techscribes.com/sarm

TICKET ORDER FORM:

Please fill out the following information and include with a stamped self addressed envelope. Mail along with a check or money order made out to: SARM/High Rail Oklahoman Limited, P.O. Box 5870, Knoxville, TN 37928.

Name: _____

Address: _____

Phone: _____

E-mail address: _____

TICKETS NEEDED:

Thursday - Wichita Falls to Altus _____ @ \$130 = _____

Friday - Altus to Clinton _____ @ \$130 = _____

Saturday - Clinton/Enid Roundtrip _____ @ \$95 = _____

Sunday - Clinton/Frederick Roundtrip _____ @ \$85 = _____

Total _____

Order today, tickets are very limited for this one-time event. Remember, 1st class tickets are only available through High Iron at "www.highirontravel.com". Coach tickets are only available with this form. All tickets are sold first come-first serve so don't delay.

WANTED : FOR SALE OR TRADE

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

WANTED - My name is Dusty Capps. I am researching some of my family and am trying to find out about my Great Grandfather. His name was Charlie McIntyre. Apparently he was one of the builders on the bridge (railroad) that connected Van Buren to Fort Smith. He died during this period, I am not sure what happened, but his body was never recovered from the river. I am trying to find a newspaper

article or mention in a book somewhere to verify this. I found where his wife is buried in Crawford County, and it says wife of Charlie, but he does not have a headstone or anything. If you could point me in the right direction?! Thank you. Dusty Capps. Email: young83@centurytel.net Mr Capps didn't give a postal address....if you can help, contact Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72119 and I'll forward your answer.

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.

GARDEN CITY, NEW YORK - LONG ISLAND RAILROAD CO. - To discontinue service over a line of railroad between milepost 18.8 in Garden City and milepost 21.0 in Garden City, Nassau County, NY, a distance of 2.2 miles. A final decision will be issued by September 6, 2002. (STB Docket No. AB-837X, decided June 5, served June 10, 2002)

MONTANA - BUTTE-SILVER BOW COUNTY - To abandon approximately 11 miles of railroad known as the Missoula Gulch and Butte Hill Line (MGBH) in and near Butte, in Silver Bow County, MT. The MGBH extends from milepost 0.0 at Rocker, west of Butte, to milepost 4.40 at the Butte Hill Yard (Missoula Gulch segment), and also extends north and east from milepost 0.0 at the Butte Hill Yard to milepost 3.69 near the Badger Mine (Butte Hill segment). The MGBH was most recently owned and operated by a non-profit corporation called the Butte/Anaconda Historic Park and Railroad Corporation (BAHPR). The BAHPR operated a tourist train over the portion of the MGBH between Rocker and the former Butte Hill Yard under a lease from the State of Montana from 1988 to 1991, at which time the BAHPR acquired the MGBH. A final decision will be issued by October 4, 2002. (STB Docket No. AB-597X, decided June 20, served June 28, 2002)

NORTH DAKOTA - BNSF - To abandon and discontinue service over a 60.51-mile line of railroad between milepost 26.59 in Powers Lake, and milepost 87.10 in Grenora, in Burke and Williams Counties, ND. Effective on July 31, 2002. (STB Docket No. AB-6 (Sub-No. 394X, decided June 25, served July 1, 2002)

ARKANSAS RAIL NEWS

HOT SPRINGS TOURIST TRAIN?

(Hot Springs) - A year and a half after an excursion train stopped running out of Hot Springs, another group hopes to revive this rail tradition. A group called "Friends of the Hot Springs Railroad" was formed July 10, 2002 to do just that, but it won't be a full-scale railroad. Instead they hope to build a narrow 2-foot gauge tourist attraction, similar in size to amusement park trains. They want put this new "railroad" in a transportation museum in the city. It would be called the "Hot Springs Railroad." Possible routes included one from Magic Springs Amusement Park down Grand Avenue, use of the Transportation Plaza now in the downtown area, a route to Lake Hamilton down the Greenway and points of interest along the lake. A major delaying factor could be the availability of space and rights of way. (!!!! Editor's Thoughts - putting a small railroad such as this next to Grand Avenue would indeed take some doing - can you imagine the first time a

car ran into the train? Perhaps it could be fenced off) (*Arkansas Democrat-Gazette July 12, 2002 via Randy Tardy*)

GENERAL RAIL NEWS

RAILROAD ACCIDENTS DOWN SHARPLY

According to the Association of American Railroads, train accidents on the nation's railroads were down sharply during the first quarter of 2002. The total number of train accidents declined 23.3 percent this year from the first three months of 2001, while the train accident rate was down 21.9 percent, from 4.47 per million train miles to 3.49.

There was a 28.3 drop in the number of collisions and a 25.9 percent decline in the number of derailments. The number of accidents attributed to track was down 33.8 percent from last year's first quarter. Employee on duty casualty rates also showed significant improvement, declining by 19.1 percent from the first quarter of 2001. The gains in safety also included highway-rail grade crossing incidents. The total number of incidents was down 11.8 percent while the number of fatalities declined by 28.1 percent. However, the number of fatalities involving trespassers increased 29.2 percent.

CUMBRES & TOLTEC NEEDS HELP

Received the following email from the Wichita Chapter NRHS:

"Fellow Railfans and Historians,
I am writing to you today as a member of the NRHS and the Friends of the Cumbres & Toltec Scenic Railroad or The Friends. The Friends is a non-profit organization which shares with the Cumbres & Toltec Scenic Railroad Commission the stewardship of a unique railroad property of important historic significance and remarkable scenic beauty. The mission of the Friends is to preserve and interpret the railroad and to

support the operation of the C&TS for the people of Colorado and New Mexico who own it, and the tens of thousands visitors who come to be transported back in time through the beauty of the San Juan Mountains. The purpose of this letter is to appeal to your local chapter for help in keeping the railroad alive.

Some of you may not be aware that the railroad has been shut down by the U.S. Forest Service due to high fire danger in the national forests that the railroad passes through. This shut down has created a severe financial hardship on the railroad. The Cumbres & Toltec Scenic Railroad is operated by the Rio Grande Railway Preservation Corporation (RGRPC). RGRPC is a not-for-profit New Mexico Corporation formed under Article 509 of the Internal Revenue Code as a supporting organization of the Friends of the Cumbres & Toltec Scenic Railroad, Inc

I started a grassroots effort to gain some much needed funds for the railroad by asking people to buy a SEASON PASS on the railroad. These passes cost \$109.00 ea for coach. Information on the passes can be found at the following link, <http://www.cumbresandtoltec.com/SeasonPasses.shtml>. This grassroots program has done very well in bringing much needed income to the railroad during this crisis. I would ask that you share this information with your chapter members as soon as possible. We as members of the NRHS have a stake in this railroad. It is one of the few places you can step back in time and have a hand's on view of what steam railroading was like in the early 1900s. Please take the time to buy a pass from the railroad and look at The Friends web page above and consider

joining us in helping save one of railroads treasures.

Thank you,

John Deck, Wichita Chapter, NRHS. Email address johndeck@cox.net

DISNEY ANIMATOR/TRAIN BUFF DIES

Pioneering Walt Disney animator Ward Kimball, who helped modernize Mickey Mouse's look in 1938 and created the character Jiminy Cricket for "Pinocchio," died on July 8 at age 88. What's interesting to railfans is that Kimball was an antique toy collector and model train enthusiast. Kimball and his wife built a full-sized steam locomotive railroad which the couple ran on their ranch in Southern California. He was partly responsible in getting Disney to put trains in his theme parks, although Walt Disney himself also liked trains.

THE PEANUT FIELD TRAIN

(*Americus, Georgia*) - A state operated excursion train to former President Carter's childhood home will start its run this Fall. The Savannah-Americus-Montgomery Shortline will travel from Cordele to Plains, through cotton fields, pecan groves and peanut farms. Critics say it's just rolling pork, not a rolling state park as supporters say. One Georgia State House Representative said: "How many people are going to drive to Americus to ride a train to Plains? If it works, I think it will be a stroke of genius." Fares will be \$20 for adults and \$10 for children, with higher prices in the club car. (*Dallas Morning News, June 30, 2002 via Randy Tardy*)

AMTRAK NEWS

AMTRAK'S NEW PRESIDENT

Amtrak's new president, David Gunn, gave the following statement on June 12

about the reluctance of freight railroads to run passenger trains/Amtrak. Note his comments on Union Pacific in particular:

"We will have more movement of freight. Currently they move a lot of their traffic at night on the Northeast Corridor. They want

to move more. We'll talk to them about it. I don't share the idea with some of the freight RR's, like the UP, that there should be a wall between passenger and freight and freight is good, and passenger is bad. Look at the Santa Fe [BNSF]- they have a warm spot in my heart - and they fired me! They treat us as a profit center. We pay them millions in incentives. They are the sharpest at using equipment and facilities and have a very positive relationship with passenger and intercity rail. It is possible to run passenger and freights on the same lines at 70-90 mph. You can't run TGV stuff obviously. I'm a member of AAR - I'm amazed that other freight RR's don't see incentive payments the way BNSF does. When I was on the Santa Fe, we had a double track 90 mph RR, and ran 16 passenger trains mixed with over 50 freight a day. I think many in the freight industry have forgotten how to run their RR's."

SUBSIDY MYTH

The following June 20 article in the *Arizona Republic* (John Talton) sums up what many believe about Amtrak's subsidy in context with subsidies of other travel methods.

"If the anti-Amtrak crusaders are to be believed, we should shut down any transportation system that can't pay its own way. If so, park your SUV and forget those airline frequent-flier miles. In fact, American automobile society has been massively subsidized for decades. Taxpayers paid for roads, freeways and the interstate highway system. Free parking lots are another subsidy. Tax abatements for auto plants, a common feature in the Midwest and South, represent yet another crutch. Plus American troops to maintain cheap oil.

Airlines? The industry is in one of its periodic life-threatening crises, having lost a record \$11 billion last year. But taxpayers have been tapped to provide the industry \$10 billion in loan guarantees. This on top of decades of federal airport building, parceling out of landing slots and assorted other government giveaways.

As a Senate appropriations subcommittee takes up Amtrak's fate today, it's important to understand that no major modern transportation system "pays its way." The subsidy question has confused the issue for

years and prevented solutions that would offer Americans transportation options.

Americans want options, especially after Sept. 11. In May, for example, airline passenger traffic dropped by 10 percent, but Amtrak, flawed as it is, saw its ridership rise by 1.1 percent. Amtrak's top-line Acela service saw ridership increase 23 percent and revenue grow by 44 percent. Indeed, the extreme move to narrow choices is something new in this country. Well into the 1960s, we enjoyed a national passenger train system on private railroads. Phoenix was served by eight trains a day on two railroads. The demise of this service was driven more by policy, pushed by the automakers and road builders, than by consumer choices. This skewed environment meant that in 2002 the federal government spent \$33 billion in transportation dollars on highways, \$17 billion directly on air, but only half-a-billion on Amtrak. And we're surprised that service and route options have deteriorated?

Whether Amtrak is the right system is a legitimate question. If we could do it all over, it would have been better to just pay such railroads as the Santa Fe to run passenger trains and for government to ensure competition in major markets. With that pre-1971 system destroyed, we face tough choices. Amtrak should get the \$200 million loan to prevent a July shutdown. But then Washington should begin a serious discussion of a national passenger rail system for the 21st century. The money is already in Washington. All that's required is more balance in the way the funds are distributed.

The unpleasantness of flying will only increase. As will the congestion of the skies and freeways. As will environmental damage, including global warming, from an extreme automobile-based economy. A well-balanced transportation system, including trains, is an important step in easing all these ills. Will we have to subsidize this? Yep, just like we do cars and airplanes." (*Via the Internet*)

AMERICANS WANT PASSENGER TRAINS

Americans Support Government Funding of Amtrak: Seven in 10 Americans support continued government funding of Amtrak in order to ensure a national train service.

A June 2002 CNN/USA Today/Gallup poll found that seven in 10 Americans feel the federal government should continue to provide funding for the cost of running Amtrak, in order to ensure that the United States has a national train service. Fewer than three in 10 adults, meanwhile, feel the government should stop funding Amtrak, even if that means the train service could go out of business if it doesn't operate profitably on its own.

MORE THOUGHTS ON AMTRAK'S CRISIS

Paul M. Weyrich, who was vice chairman of the Amtrak Reform Council and served six terms on the Amtrak Board of Directors, said in June 2002 that there are those at the CATO Institute and the Heritage Foundation who want to see Amtrak go bankrupt and then get partially privatized according to what the market will bear. While he is sympathetic to that view, he can't support it entirely. Amtrak serves many communities that have no air or bus service. Amtrak is their lifeline. Congress and the administration need to figure out which of these routes are indispensable. Then Congress and the administration should say to the American people that they are granting Amtrak \$500 million or whatever amount chosen because they believe the nation can ill afford to be without these trains. Let us not forget that when the airlines were shut down after 9/11, it was Amtrak that picked up the slack.

All forms of transportation are subsidized by the government. Your ticket doesn't pay for the air traffic controllers. The government does. Yes, the interstate highway system is paid for through gasoline taxes, but all the other roads that make up a grid in any state you name come from subsidized tax dollars. If you didn't have those roads, then where would you go when you got off the interstate exit? Even the various ferries that take commuters, for example, from Staten Island to Manhattan, are subsidized.

So if some money goes to Amtrak, so be it. But the money should not go down a rat hole. Those routes that can be privatized (so long as they agree to tie into the rest of the system) should be permitted to do so. And the states must play a much larger role

in a reformed Amtrak, especially if 13 high-speed corridors are to be developed. This is the moment of truth. At the end of the day, either we will have a reformed

Amtrak that is much less of a burden to at least the federal taxpayer, or we will have business as usual. If it's the latter course, then next year the federal taxpayers will be

asked to dole out \$1.2 billion just for starters.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARKANSAS - CONWAY - AUGUST 5, 2002, The Central AR Model Railroad Club will have their monthly meeting starting at 7pm at the Faulkner County Library - 1900 Tyler St, Conway. We will be showing some video of interest to Rail fans. Mickey will be bring us up to date as to what is coming out new from the various Manufacturers (*Via Daniel Gladstone*)

ARIZONA - WILLIAMS - AUGUST 19-26, 2002 - The Grand Canyon Chapter, NRHS, is hosting the 2002 NRHS national convention in Williams, Arizona from August 19 through the 26th, 2002. Activities include steam and Alco trips on the Grand Canyon Railway. Registration is \$40 (tentatively). Contact Canyon Rails 2002, PO Box 391, Williams AZ 86046 or go to their website: <http://www.canyonrails2002.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 _____

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

OPERATING RULES OF 100 YEARS AGO

11

by: P. B. Wooldridge (taken from an article, "Forgotten Rules," by M. Clayton Orvin, appearing RAILROAD MAGAZINE, issue of August 1947)

The first thing you got when you hired out to a railroad was THE UNIFORM CODE OF OPERATING RULES, commonly known as the railroad man's "BIBLE." Its' 132 pages contained invaluable information and adherence to its' precepts insured a long and happy employment. At the all too frequent OFFICIAL INVESTIGATIONS held at Pine Bluff Shops, if you were supported by THE BOOK OF RULES, you had nothing to fear.

But that was not the case back in 1855 when no BOOK OF RULES even existed. In 1855, the South Carolina Railroad issued a new set of rules which included the following safety instructions: In case of dense fog, the southbound trains will run with their whistles blowing. The northbound trains will shut steam off the engine at every mile board and listen for the whistle of southbound trains. In cases where trains meet between turnouts (switches) the train nearest the turnout will go back into turnout.

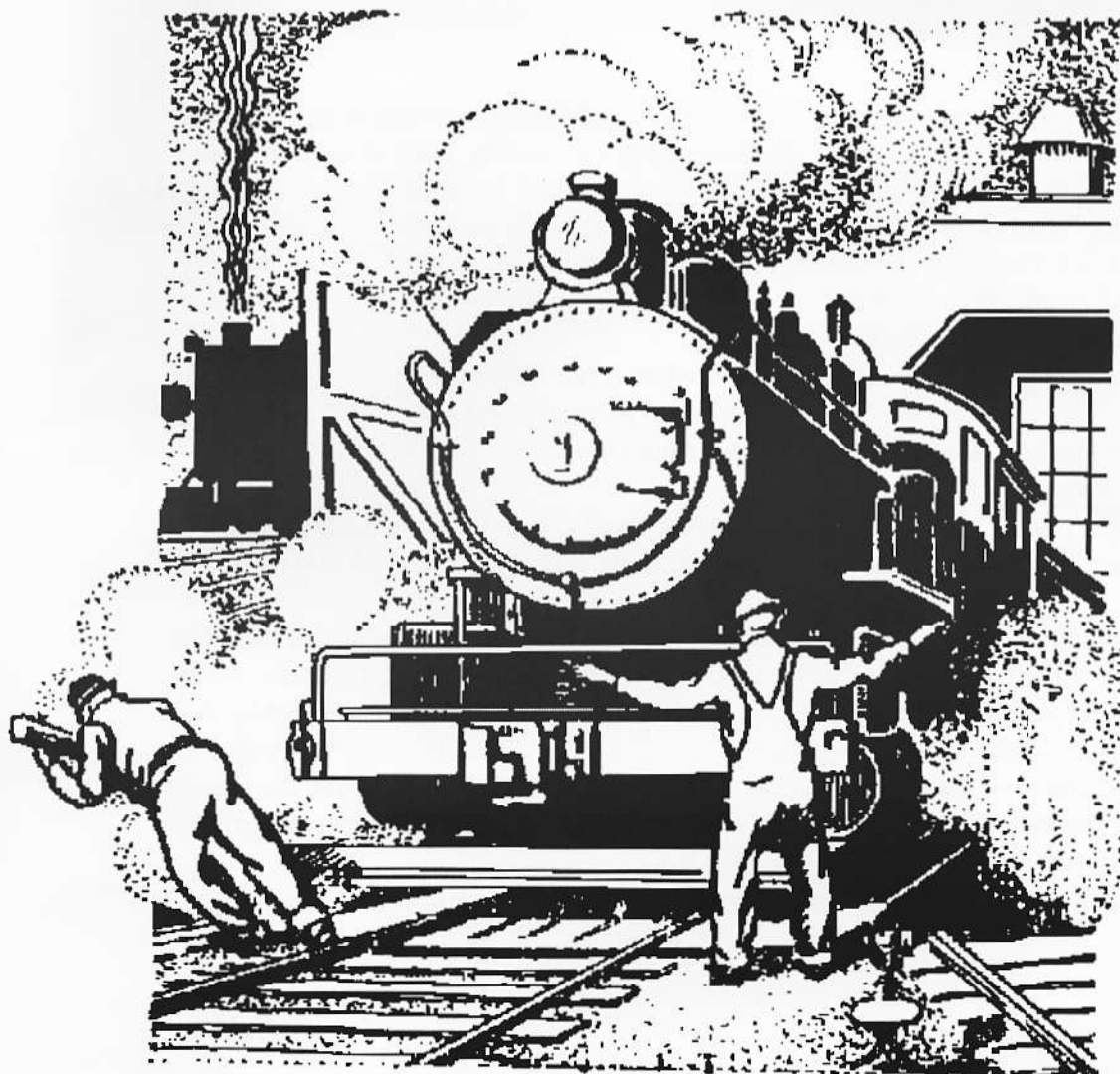
The new rules read further: In case of accidents whereby the railroad becomes obstructed, if in the day, a man is to be sent in front and rear at least 1/4 mile to give warning to approaching trains. If at night, fires are to be kindled the same distance front and rear, and a torch waved to approaching trains. In passing through curves, over gates or switches, at turnouts and over bridges, the speed will be reduced to 6 miles per hour for passenger and 4

miles per hour for freight trains.

Reading further: When the regular 8 o'clock passenger engine carries a red flag, it is to be understood that the express train is coming and all freight trains will go into turnouts, according to schedule time. If the express is not then in sight, they will go on, keeping a good lookout.

In 1856 a railroad operated by the Central Railroad & Banking Company of Georgia ran freight trains ONLY during the day. A freight train would run to some point it could reach before 7 p.m., remaining there overnight.

Time changes everything!





The photo above is a former Arkansas Lime Plymouth(?) engine that has been acquired by the Durango & Silverton Narrow Gauge tourist line in Durango, Colorado. They (the D&S) are going to use the diesel as a fire train. It has a tank car behind it and has been fitted with spray nozzles that spray out 2 feet from the tracks. They will run ahead of the 1st train to wet the area along the tracks between Hermosa and Rockwood. It will be stationed at the Hermosa tank. It will go as far as the Cascade wye if needed. The county can stop the train again if it starts any fires of significance or the fire danger gets any worse.

The D&S started running again on or about July 8 when it ran two trains. The second was a doubleheader with 14 cars. They took over 900 people to Silverton and made a lot of merchants very happy. The Cumbres & Toltec started July 16. *(Photo above taken by Nancy Richmond and was sent to me via Douglas Harley)*

In other news of that region, the Colorado RR Museum will not have "Goose #2" at Rail Fest this year. Reports that in a recent derailment, the frame/drive train was damaged and repairs are waiting.

The RGRPC served notice to the Railroad Commission that they will not finish out their five year contract to operate the Cumbres & Toltec. October will be the last month for them. At this time they have no money and much of this was caused by the railroad being shut down by the Forest Service, etc. In case any of you know him, Earl Knoob has been given the "pink slip" by the acting General Manager of the C&TS. Reason is that the RGRPC does not have the money to pay him plus they apparently do not need his 20 years of experience. The comment was made to him, other people can run a steam locomotive.

Thanks for the above goes to Douglas Harley, who emailed me the information.