

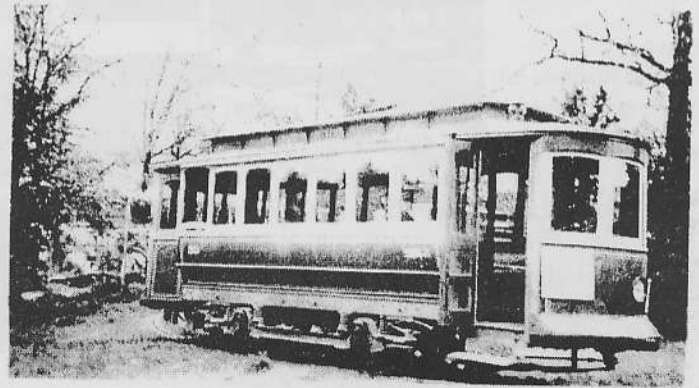
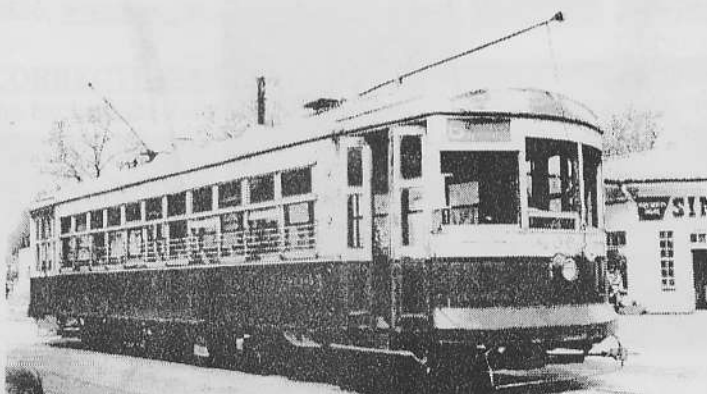
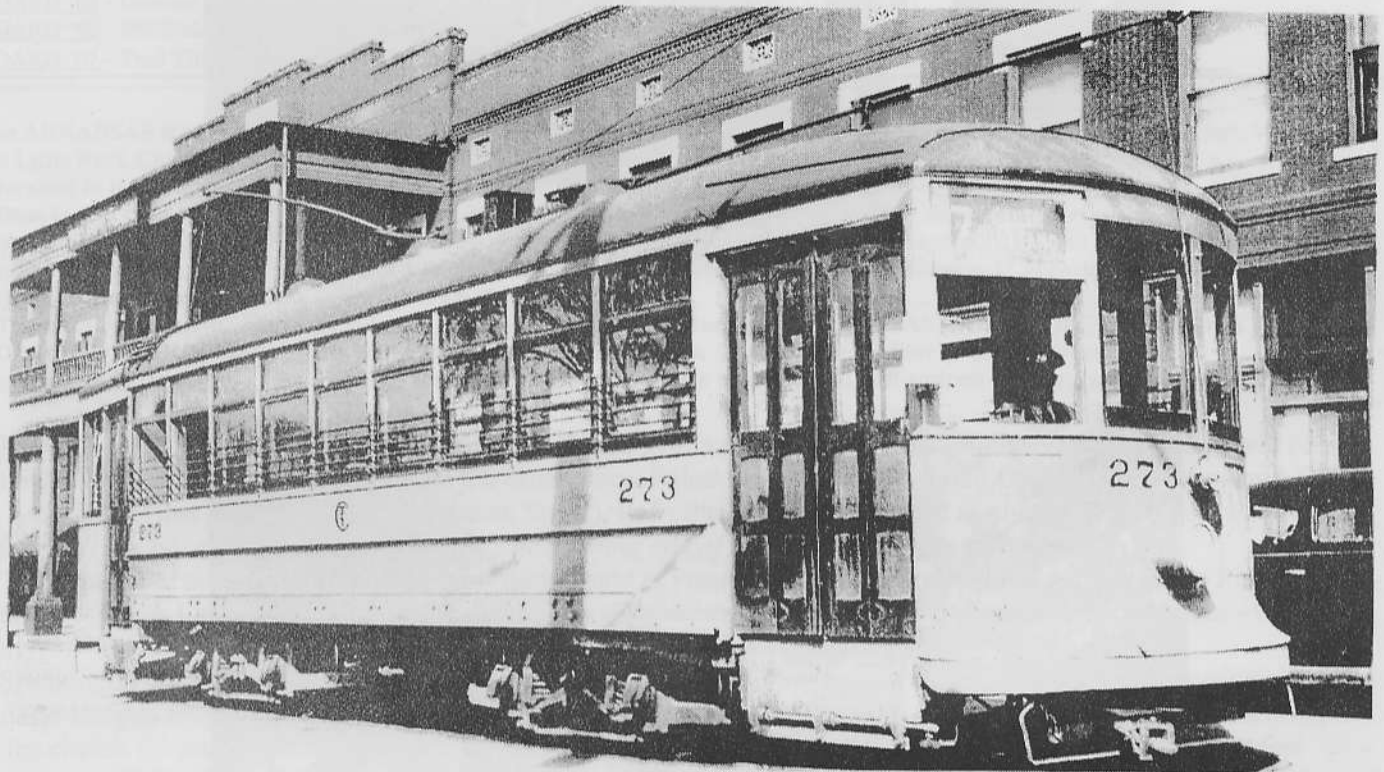


ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 34 NUMBER 8 AUGUST 2003



TOP – Little Rock streetcar 273 in front of the Capital Hotel (?) about 1920. Five cars, nos. 271-275, were acquired by the Capital Transportation Company of Little Rock (former Arkansas Central Power Company) from East St. Louis Railways, East St. Louis, Illinois. It had Brill trucks-27GE-1, 4'-6" WB, 33" wheels. **LOWER LEFT** – No. 406, one of 8 cars built in 1924 by American Car Company, St. Louis, LOA 42'-5 1/2", Brill trucks-76-E-1, 4'-10" WB, 26" wheels, 35 hp. Taken June 7, 1924. **LOWER RIGHT** – Hot Springs Street Railway #30. (All photos collection of Larry Thomas, editor Terminal Railroad Association of St. Louis Historical and Technical Society)



TOP – Streetcar No. 3 on 15th Street. **BOTTOM** – Pulaski Heights streetcar No. 8. Dates unknown.
(Collection of Larry Thomas)

2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
V-PRESIDENT - Russell Tedder, 5019 Timber Creek Cir, N Little Rock AR 72116-6432 (501-771-9040), srtedder@arkansas.net
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net
SECRETARY - Jackie Roach, 4023 S Shackelford #142, Little Rock AR 72204 (501-225-6818)
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 '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
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)
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>

AUGUST MEETING - BRUCE STOCKBRIDGE will give a program on Garden Railways. The meeting will be held on **SUNDAY, AUGUST 10 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. (*Just a note that your editor will not be at this meeting – I'll be in Idaho riding one of Bart Jennings rare-mileage trains.*)

The September meeting will be the annual outing held at Peter Smykla's Paperton Junction Southern in Pine Bluff. October – North Little Rock History Commission on railroad's in Arkansas; November – Open; December - Christmas Party.

Speaking of the Christmas Party, it will be held on Saturday, December 13 at 600 p.m. at our usual meeting site, Pulaski Heights Presbyterian Church. We will have the meal catered by Franke's Cafeteria in Little Rock and bring it to the church for serving. Price will be \$15 each. We will need to know how many are coming, so in the next few months, let Walter Walker know and also send him the money (8423 Linda Lane, Little Rock AR 72227, 501-225-0826, wwalker@aristotle.net)

CORRECTIONS FROM LAST MONTH - Gene Bailey (member, Arkansas Railroad Club) said that the caption on the back of the July 2003 *Arkansas Railroader* on the photo of U.S. Army #4014 (taken by John C. Jones) should be corrected. U.S. Army #4014 was actually headed to Sulphur Springs, TX to be used as a switcher on BLACKLANDS RAILROAD. BLACKLANDS RR is the shortline running on ex-Cotton Belt tracks from Mt. Pleasant, TX to Greenville, TX.



Also, according to Stewart W. Long, the 819 photo in the July issue, page 2, of the *Arkansas Railroader* was made in October 1993 and taken just east of the Red River near Garland, AR.

IMPROVED MAIL SERVICE – At least it was for the July mailings, after I sent letters complaining about the 18-day local delivery of the June *Railroaders*. This time most got theirs in 1-2 days, even in Texas. But, Bulk Mail being what it is, and also being mailed at a substantially reduced rate compared with first class, one can never know and I'll accept 7-10 day delivery but not 18-day. I'll usually mail it 2-3 weeks in advance of a meeting – this mailing will probably occur July 21 to 23.

JAMES C BELL

Born August 8, 1916 – Died June 16, 2003

A member of the Arkansas Railroad Club and a noted rail historian in Russellville, Arkansas, who contributed much to Pope County and was a long-time Superintendent of Schools there. Mr. Bell was a contributor to the Arkansas Railroad Club book *Railroad Stations and Trains through Arkansas and the Southwest*. Thanks to Tom Shook for this notice.

From the NRHS comes a few tips for maintaining and developing new Membership within Chapters. . .

Let people know about your Chapter: I am always amazed at the number of people who love trains and had no idea that a railroad historical society existed. Be sure to tell your friends, relatives, co-workers, and business associates about the NRHS and your Chapter activities. Pass along extra copies of your Membership brochure and send a current Chapter newsletter to people who share our interest in trains.

Keep Members informed of your meetings: Let me start by saying that you should invite and include as many people who are interested in your Chapter to attend the meetings you hold. Try to be consistent in your meeting location and meeting dates, i.e. Chapter meetings held on the first Friday of the month... Believe me, once a non-Member, who has shown an interest in your Chapter attends, I am willing to bet they will become a Member, as long as you. . .

Make people feel welcome: I cannot tell you how many times I have seen new people show up at a meeting or activity and leave without being recognized. Choose someone from your chapter who is outgoing, friendly and approachable to be a "greeter". All it takes is for someone within the Chapter to say, "Hello my name is ... and I don't recall seeing you at our meetings before. Is this your first time attending"... This rule also applies to longtime Members as well, just so long as people feel they are welcome, recognized and appreciated from time to time.

Membership Brochure: This is a must! Even if your Chapter does not have a membership brochure, take advantage of the Membership application form that the National office will print for you. Have a Member design, at the least, a one-page sheet that provides information about your Chapter, meeting location, activities, website, etc. Be sure to include a telephone number or address for contact information. (I have a club business card I give out that I made - Ken Z)

Railroadiana Shows: This is an easy way to attract new Members since you are already located in the proper setting. Now all you have to do is let people know about your Chapter. Have a table set up to display and distribute your Membership brochures, future activity & excursion brochures, a current copy of your newsletter, and any extra copies of The Bulletin. Provide a few extra pens around the table for people who want to join your Chapter at the show. If people are willing to join and you are prepared, you will have several new Members by the end of the show. Surround your location with pictures of activities and excursions your Chapter has held.

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 - I'm looking for old photos of the Train Station in Little Rock. My dad worked for Missouri Pacific 1952-1957, then transferred to St. Louis, then to Monroe, LA, then back to LR in 1970. I have a lot of memories as a child of being in the station, smelling the cigars, etc. Where could I find old photos?

Thanks for your help. P. McClellan - PMcClellan@firstarkansasbank.com

FOR SALE – Railroad items from an Estate auction in Missouri, including 27 railroad employee handbooks and other items dated from 1935 to 1965 in good condition. They are for sale at a very fair price, according to auctioneer Judith Cole, who does not collect such items but would like to sell them.

Some details: For Sale--23 R.R. employee pre-printed hand books--2 timetables # 3&4 east div.--2 time return&delay report books--dated anywhere from 1917 to 1964--Railroads included are: Missouri Pacific Lines, K.C.T.Ry.Co., Burlington Route, Frisco, Saddlers time books, McQuin time books, Westinghouse No. books. Call 816-331-1692 Belton Mo. or email: steve.auction.hotmail@earthlink.net

WANTED – HELP with getting grants. I am with the Central Delta Historical Society and we just completed renovation of the 1912 union depot in Brinkley, Arkansas. It is being used as a visitor's center for the Louisiana Purchase State Park and also a museum. Naturally, a major focus in the museum is the building, itself, and any railroad connected items. The historical Society has been "given" a railroad Caboose, and an early 1900's wood sided "depot" and the associated "gambler's house". We only need to get the items moved to the museum site. We have a bid on the costs of moving the items and are now searching for grants, etc., to help fund the cost of moving the items so we can preserve their history. Any suggestions? Contact Laura Bussell – CDHS, 100 W. Cypress, Brinkley, AR 72021, laurabussell@hotmail.com

WANTED – Information on the Coy, Arkansas depot, such as photos, history, timetables, etc. Arkansas Historic Preservation Program personnel are working on trying to get this structure listed on the National Register of Historic Places and would like all the information they can obtain. Contact them at: at 1500 Tower Building, 323 Center St., Little Rock, AR 72201, call the agency at (501) 324-9880 [TDD 501-324-9811], send e-mail to info@arkansaspreservation.org or visit the AHPP's Internet web site at www.arkansaspreservation.org.

The AHPP is the Department of Arkansas Heritage agency responsible for identifying, evaluating, registering and preserving the state's cultural resources. Other agencies are the Arkansas Arts Council, the Delta Cultural Center in Helena, the Old State House Museum, the Arkansas Natural Heritage Commission and the Historic Arkansas Museum.

WANTED - I've been trying to find photos of Rock Island caboose 17883 in service. I found one listed in the collection of a guy in Illinois, taken in Davenport, Iowa in 1978, but haven't been able to see it. I'm paying for him to find the negative and make a print for me. Does anyone else have any photos or anything at all about this specific caboose? Is there a place I could find lists of daily assignments it was used for, that sort of thing? Contact Michael Hibblen via email at: hibblen@bellsouth.net

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.

IOWA – UNION PACIFIC - To abandon a 7.84-mile line of railroad, in the western portion of the Bristow Subdivision, extending from milepost 318.66, near Hampton, to milepost 326.50, near Coulter, in Franklin County, IA. A final decision will be issued by September 12, 2003. (STB Docket No. AB-33 (Sub-No. 201X, decided June 10, served June 16, 2003)

NEW YORK – DELAWARE AND HUDSON RAILWAY CO. INC., D/B/A CANADIAN PACIFIC RAILWAY COMPANY - To abandon a 9.14+/- mile portion of railroad known as the Albany Main or the Voorheesville Running Track, between milepost 10.94+/- and milepost 1.8+/- in Albany County, NY. Effective on July 16, 2003. (STB Docket No. AB-156 (Sub-No. 23X, decided June 9, served June 16, 2003)

- IOWA – UNION PACIFIC** - To abandon an eastern portion of its Bristow Subdivision rail line, extending from milepost 318.36 near Hampton to milepost 294.75 near Allison, a distance of 23.61 miles, in Franklin and Butler Counties, IA. A final decision will be issued by September 26, 2003. (STB Docket No. AB-33 (Sub-No. 200X, decided June 23, served June 27, 2003).
- MICHIGAN – CSX, MID-MICHIGAN RR** - To abandon and MMR to discontinue service over approximately 5.5 miles of railroad from milepost CBE-40.00 at Alma, to milepost CBE-45.5 at Elwell, in Gratiot County, MI. effective on July 29, 2003. (STB Docket Nos. AB-55 (Sub-No. 635X) and AB-364 (Sub-No. 9X, decided June 19, served June 27, 2003)
- IOWA – UNION PACIFIC** - To abandon a 5.90-mile line of railroad known as the Sheffield Industrial Lead, between milepost 179.80 near Chapin and milepost 173.90 near Sheffield in Franklin County, IA. A final decision will be issued by September 26, 2003. (STB Docket No. AB-33 (Sub-No. 202X, decided June 23, served June 30, 2003)
- TEXAS – DALLAS AREA RAPID TRANSIT/KCS** - DART to abandon and KCS and DGNO to discontinue trackage rights over approximately 11.45 miles of railroad between approximately milepost 45.5 at Westmoreland Road and approximately milepost 56.95 at Tenison, in Dallas, Dallas County, TX. effective on July 30, 2003. (STB Docket No. AB-439 (Sub-No. 1X, decided June 23, served June 30, 2003)
- NEBRASKA – UNION PACIFIC** - To abandon a rail line known as the Jamaica Industrial Lead, formerly called the Lincoln Subdivision, from the Burlington Northern and Santa Fe Railway Company connection at milepost 56.43 to the end of the line at milepost 57.00 in Lincoln, NE, a distance of 0.57 miles in Lancaster County, NE. A final decision will be issued by September 30, 2003. ([STB Docket No. AB-33 (Sub-No. 207X, decided June 23, served July 2, 2003)
- MICHIGAN – CSX** - To abandon an approximately 2.68-mile line of railroad between milepost CBD 83.28 at Tappan, and milepost CBD 85.96 near Port Huron, in St. Clair County, MI. effective on August 6, 2003. (STB Docket No. AB-55 (Sub-No. 636X, decided June 30, served July 7, 2003)

ARKANSAS RAIL NEWS

NEW TRACKS IN WESTERN ARKANSAS

(*Fort Smith, Arkansas*) – On June 23, 2003, the Van Buren Public Facilities Board and Five Rivers Distribution LLC signed a contract to construct railroad tracks as part of improved freight-handling in the area. Five Rivers will oversee construction of two tracks and switches for about \$160,000, including site preparation. Construction should the end of July and be done by the end of the year. Once the tracks are completed and meet Union Pacific and Arkansas & Missouri Railroad specifications, the board will pay Five Rivers \$76,663, the cost of constructing the 1,100-foot track and switch.

In exchange for the board's paying for the track, Five Rivers will pay to maintain and insure it. The track will connect the 70,000-square-foot Five Rivers Distribution Warehouse with Union Pacific Track No. 877 and then to the Arkansas and Missouri Railroad. Five Rivers opened the warehouse in January. The board is using a grant from the Economic Development Fund of Arkansas to pay its share. The Five Rivers warehouse along the Arkansas River, east of Interstate 540, allows shippers to transfer freight between rail and barge, between barge and truck and between truck and rail. (*Southwest Times Record, June 23, 2003*)

GENERAL RAIL NEWS

POPLAR BLUFF DEPOT DONATED

(*Poplar Bluff, Missouri*) – A stop for the *Texas Eagle*, the depot at Poplar Bluff, Missouri, was donated by the Union Pacific to a group that will renovate the structure. The old Missouri Pacific Depot in Poplar Bluff will now fall under control of the Committee to Save and Restore the Historic Train Depot, thanks to a donation from Union Pacific Railroad. Union Pacific Railroad has donated the old Missouri-Pacific Depot building and the historic steps

leading from the building to Main Street to a local organization who plans to renovate it and put it to use.

Dennis Glaze, chairman of the Committee to Save and Restore the Historic Train Depot, showed the Poplar Bluff City Council June 16 the 15-page donation agreement between the committee and UP making the donation official. The donation marks the end of "two years, three months and 18 days" of negotiations with UP. "We're overjoyed with Union Pacific Railroad," Glaze

said. "We are now sole owners of the old Missouri Pacific Depot."

Glaze said he is now in the process of seeking grants through Ozark Foothills Regional Planning Commission for money to renovate the old building. The first project will be to repair the roof. If the application for grant money is successful, Glaze said, restoration can begin around August. Efforts to restore the steps are underway in conjunction with the Poplar Bluff Garden Club.

Members of the Committee to Save and Restore the Historic Train Depot are

Glaze, Bill Turner, Dennis Graves and Linda Redeffer. Attorney Scott Robbins provided legal assistance. Glaze and Graves are the ones who come to the depot each week to unlock the waiting room whenever the Amtrak passenger train, the *Texas Eagle*, rolls into town and make sure the waiting room is clean and welcoming for passengers. The Amtrak waiting room is the only use currently in the building.

"We're quite proud we were able to save that depot," Glaze said. "It means a lot to a lot of people in both Missouri and Arkansas, Tennessee and Kentucky." "I can remember in the early '50s when I went to work for the U.S. Navy, that's where I caught the train," said Mayor Pro Tem Loyd Matthews. "A lot of us in the military that's where we left from and where we came back to. I think it will be a real asset and a showplace for our city."

"I grew up with the railroad and trains," said Councilman Betty Absheer. "This has a special place in my heart, and I'm very happy to hear this announcement this evening. I want to express my appreciation to this committee who worked so hard to see it come to completion." Glaze acknowledged that the committee had some help at the city level that made the donation possible. "Tom Lawson will always be remembered by this committee," he said. "Then we have Betty Absheer who wrote to the senators and congresswoman for us. Harold Tinsley came forward and helped."

"I'm very pleased for these people," said Lawson. "I think you can understand why they're so proud. They did not give up. They had so many obstacles. I think it will be a great thing for the city, for this whole region, to have that facility restored." (*Daily American Republic, Poplar Bluff, MO, June 17, 2003*)

"The romantic sound (of the clickity-clack) you associate with the railroad is actually the sound of damage," said Hinman, a 28-year veteran of the Alaska Railroad. Each time a wheel crosses a joint, it causes stress to the joint, he said. Thermal stress is caused when the bolts expand and contract because of heating

and cooling. Over time, that stress can cause damage to the joint and can result in bolt-hole fractures. In severe cases, the fracture can cause the two rails to misalign and can lead to a derailment. The vertical force of the weight of the train on the joints also causes pressure. The force, over time, causes the rail to dip at the joint.

That in turn, results in higher fuel consumption as the locomotive has to work harder to pull the wheels over low joints. It also results in wear to the wheel. (Alaska Railroad on its' installation of welded rail)

RUNAWAY UP LOGS

(Commerce, California – just outside Los Angeles) – Union Pacific had its hands full on June 20 when a string of freight cars, many loaded with logs, rolled out of a switching yard at up to 50 mph and derailed in the city of Commerce, California. The freight cars got loose during a switching operation in Montclair and began speeding toward downtown Los Angeles, said Union Pacific spokesman John Bromley. A source close to the investigation, who spoke on condition of anonymity, said a crew was working on the train in the yard and a worker at the front of the train mistakenly believed the brakes had been set at the rear. Meanwhile, a worker at the rear made the same mistake, believing the front brakes had been engaged. Railroad employees were unable to stop the runaway cars. Eighteen cars went off the track and piled up beneath a mound of lumber that spread over a wide area, including on top of neighboring buildings. Fortunately, there were no hazardous chemicals on this train (very fortunate indeed-story relayed by Dan Barr)

BACK TO RAIL

(Wichita, Kansas) – The Kansas & Oklahoma Shortline is getting a resurgence of rail business this year, due to their good service and a good harvest. Also, many truck lines have gone bankrupt during the past year. That's also good for the taxpayers, as highway damage will be less this year since more grain will be shipped by rail. In fact, one grain operator said the service by the

Kansas & Oklahoma RR was better than even the best days of the old Santa Fe.

Michael Babcock, a Kansas State University professor of economics, has done extensive studies on the relationship between trucks and highway damage. In a study released this spring, Babcock estimated that the loss of short-line railroads in the western two-thirds of Kansas would result in an increase of \$58 million a year in highway maintenance. The study was commissioned in 2000, when the future of the state's short-line railroads was in doubt.

In Sumner County, co-op elevator manager Norbert Gerstenkorn has been loading 40 railcars every day this harvest. Down the road, the privately owned Lange Co. elevator is loading another 12 cars a day. Babcock said those 52 railcars a day will save the state \$29,000 during harvest season, just on road maintenance from Conway Springs to Wichita. **A single railcar can transport as much grain as four trucks.**

It's a major switch from three years ago, when 65 percent of the wheat in south-central Kansas left elevators on trucks. The move from roads to rails means more business for the K&O, which was organized two years ago. (*Wichita Eagle, June 20, 2003*)

GIVE ME MY TRACK BACK!

(Butte, Montana – June 6, 2003) – BNSF may get smooth sailing on its' request to take back Montana Western Railway Co. from the shortline. The 52-mile line runs from Garrison to Butte, Montana. BNSF has received letters of support from both Montana Rail Link and NorthWest Petroleum Co. The deal would transfer back to Burlington Northern the 52-mile line. Also, a confidential settlement agreement between Union Pacific and BNSF has been reached on the deal. According to a filing with the Surface Transportation board, Michael Rosenthal, a lawyer for Union Pacific, informed the agency that the settlement, which is sealed, has resolved UP's concerns about the acquisition. "Accordingly, UP now supports the proposed acquisition and requests that the board expeditiously

approve BNSF's petition for exemption," Rosenthal wrote. *(This is the first time I've seen a Class I railroad reclaim a line it had previously sold to a shortline. Does anybody know of another instance? – Ken Ziegenbein)*

DERAILERS NOT A THREAT TO RAIL TRANSPORTATION

The guilty plea by an Ohio truck driver in June 2003 has focused attention on the use of derailleurs in the railroad industry. Derailleurs are not a serious threat to the security of the railroad industry. They are a commonly used device, designed to stop empty, slow moving cars from rolling off maintenance repair tracks, rail sidings, or rail yards onto the main line. Western-Cullen-Hayes, Inc., a leading manufacturer of the devices, says they are designed to derail a car only at speeds up to five miles per hour. "At higher speeds," according to the manufacturer, "rolling equipment may 'skip' over a derail. There is simply too much weight and momentum to be overcome with the application of a derail alone." Immediately after the events of September 11, the railroad industry -- with the assistance of outside counter-terrorism experts -- developed and implemented a comprehensive, risk-based security plan. This plan has been widely praised by people both inside and outside of government. Railroads were one of the few industries given an "A" for its security efforts in a recent analysis from the Washington Post. FRA Administrator Allan Rutter has said railroads "have done remarkable work." Former NTSB investigator Greg Feith said that aviation "really needs to take a lesson from the railroad industry." For

more information about the railroad industry security plan, visit the Association of American Railroad's web site, www.aar.org. (AAR - posted 6/19/03 via Jim Satterwhite)

Does the Little Mermaid wear an algebra?

AAR/ATA REACH TRUCK SIZE AGREEMENT

The American Trucking Associations (ATA) reached an agreement with the Association of American Railroads (AAR) in late June 2003 not to seek federal permission to run bigger and heavier trucks on U.S. highways in the upcoming reauthorization of the Transportation Equity Act for the 21st Century. The agreement will remain in effect during the full period of the TEA-21 reauthorization including both short term extensions and interim reauthorization. In a joint news conference, AAR and ATA announced that they will work together to persuade Congress to provide greater funding for the benefit of freight transportation generally, including port security, faster border crossing clearance, and intermodal truck-rail terminals. The groups said they would also work to mitigate environmental rules that might prove costly to both industries, such as diesel fuel emission standards.

AAR President Edward R. Hamberger and ATA President Bill Graves acknowledged that the landmark agreement will be essential to the success of an integrated national freight network. "Even though rail carriers and motor carriers are competitors in many transportation markets, they are also part

of an integrated national freight network. Indeed, the two transportation modes are partners in the context of intermodal transportation which is vital to both domestic and international commerce," they said.

GALVESTON-COLLEGE STATION SERVICE?

(College Station, Texas - at the start, I wonder if anyone has talked with UP about this?). Federal lawmakers are exploring the possibility of having passenger train service between Galveston and the Bryan-College Station areas through Houston. Rep. Nick Lampson, the Democrat who represents Galveston, and Rep. John Carter, the Republican who represents College Station, have been meeting on how to extend the route now used by the *Texas Gulfliner* to carry tourists between League City and Galveston. One goal is to encourage visitation to the Bush Presidential Library at Texas A&M. Also, getting to College Station means a stop in Houston, long a goal of those backing the *Gulfliner*.

The demonstration project that extends only to League City is an effort to collect data to gauge whether more extensive and regular rail service would fly. The service, funded mostly by the federal government, operates on such busy tourism weekends as Mardi Gras. "Ultimately we would like to see a regular passenger rail service connecting San Antonio, Dallas, Houston and areas around those cities," Lampson said. "This is a little part of taking first steps to create the interest." (*Galveston Daily News*, by Carter Thompson, July 13, 2003)

AMTRAK NEWS

SOUND FAMILIAR?

Again, a few in Congress (but it always seems the few who control committees) have severely short-changed Amtrak funding for 2004. The House Appropriations subcommittee responsible for the Transportation and Treasury departments approved an Amtrak budget of \$580 million for the 2004 budget year starting Oct. 1. That compares to \$900 million requested by the Bush administration and \$1.8 billion that Amtrak says is necessary to maintain existing services. "As a practical matter, this is a shutdown scenario," Amtrak spokesman Cliff Black said of the \$580 million amount. He said **Amtrak spends \$466 million annually just to maintain its existing capital equipment in the Northeast Corridor**, and the passenger railroad could not function with the amount allotted by the subcommittee.

Rep. John Olver of Massachusetts, the top Democrat on the subcommittee, argued that there's no major intercity rail system in the world that operates profitably without government support and that the subcommittee-backed budget, part of a \$90 billion Transportation and Treasury spending package, "would strangle our national passenger rail system." Amtrak's Black said **219 House members had signed a letter supporting Amtrak's \$1.8 billion request.**

But Rep. John Mica, R-Fla., a senior member of the House Transportation Committee that sets infrastructure policy, welcomed the low-end budget figure, saying he was campaigning "to get them the minimal amount of money until we get some commitment for reform." The subcommittee action was "going to precipitate a serious look at reform," he predicted. **Mica is drawing up legislation that he said would return Amtrak to its core mission – long-distance service.** (*Editor's question – I thought others on this committee wanted to kill long-distance trains and keep the NE Corridor*). He would turn over commuter services in the Northeast Corridor, Amtrak's biggest source of revenue, to a compact of Northeastern states. "The Northeast Corridor, if properly managed, not only has the potential for making money but could also dramatically change the travel patterns" in the region, he said.

COMMENTARY ON AMTRAK BY KEN ZIEGENBEIN

Although it may be the real thing this time as far as cutting Amtrak is concerned, this 'game' in Washington regarding Amtrak funding has been going on at least every 2-3 years since the mid 1970s in one form or another. Reagan zeroed out Amtrak every year in his budgets in the 80s. The difference this time is that Amtrak now really needs to spend capital to fix and get new equipment. Cliff Black also said that Amtrak spends \$466 million a year just on the NE Corridor infrastructure alone.

I just wonder what it would be like if just once there'd be a pro-passenger train committee in Congress to appropriate the needed capital for Amtrak and really get this country a decent passenger train system. Remember the nay-sayers when the Dallas Area Rapid Transit was in it's formative stages? They said nobody would ride. They were proven wrong. The same would happen if Amtrak or whoever would be given the needed capital and plan to start doing the same and increasing service nationwide (and give the freight railroads a 'real' financial reason to run them).

The national USA Today/NBC/CBS/Gallop polls last year and years before consistently say that about 70-72 percent of Americans want increased funding for Amtrak and passenger trains. The public wants a choice of mobility, not just highways and airports, but time after time people in legislative authority ignore their wants and continue to shelter themselves from the real world in their limos. (*Ken Ziegenbein*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

COLORADO - August 21-24, 2003 – The annual Durango & Silverton Narrow Gauge Railroad's Railfest Celebration. This year's event is named "Happy Rails To You" and will highlight western movies made on the D&S line. There will also be special excursions pulled by the 1875 Eureka and Palisades and the Rio Grande Southern Galloping Goose #5. Plus the regular public excursions most days are available. You can also sign up for the D&S's new email newsletter – go to <http://www.durangotrain.com> for details and to charter special trains. Durango & Silverton's reservation phone number is: 970-247-2733, mailing address: 479 Main Avenue, Durango CO 81301-5494.

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 9:30 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 _____

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Ola, Arkansas Rock Island depot, 1969 by Gene Hull.

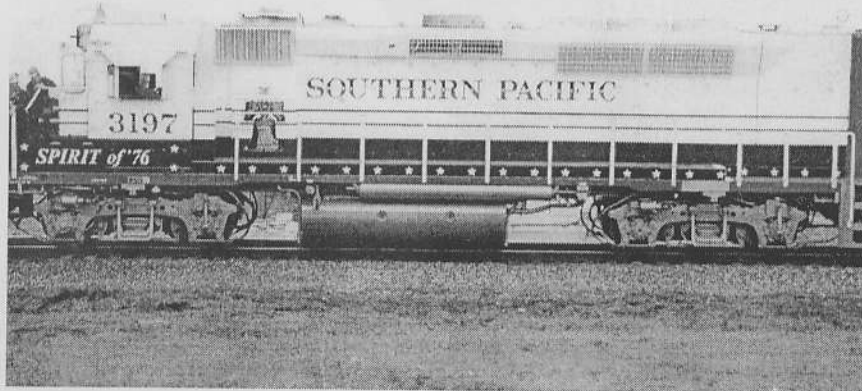
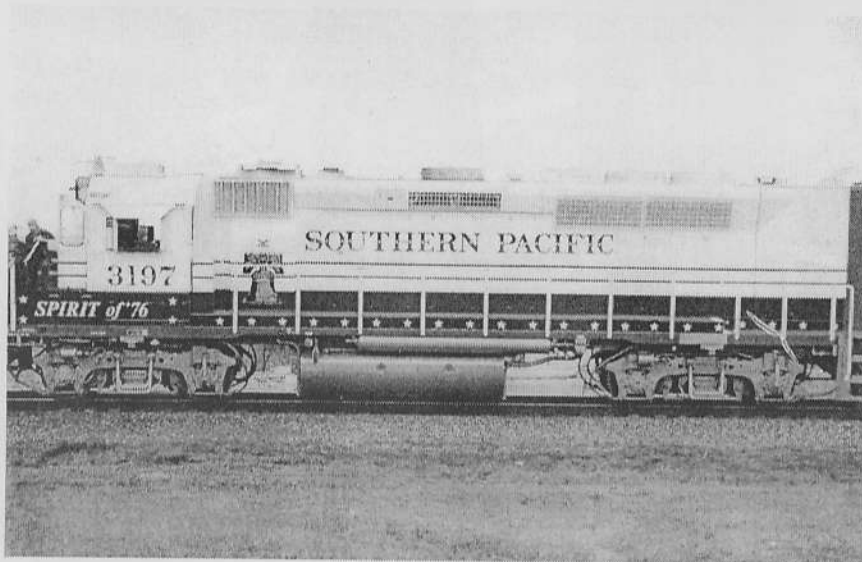
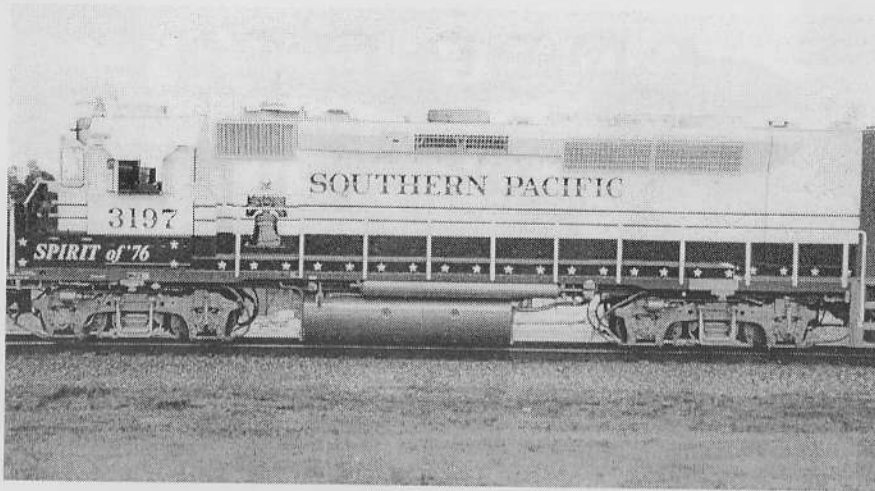
DEPOTS IN ARKANSAS - OLA (Rock Island)

by: Gene Hull

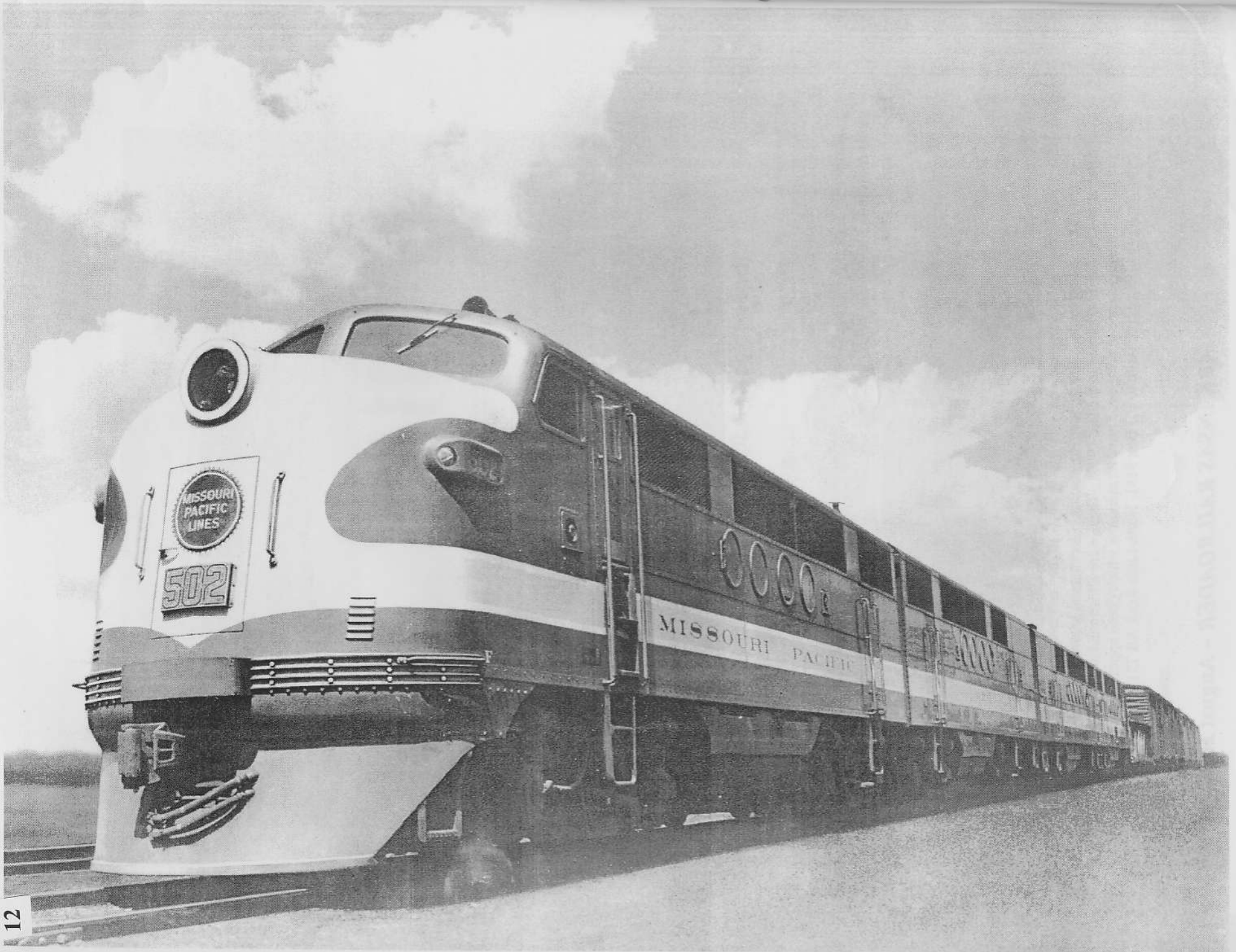
Seventy-six miles west of Little Rock the lumber-producing community of Ola, in Yell county, was served by this neat little frame depot. By the end of 1955, the Rock Island had installed three experimental train order signals, one of which was at Ola. The triangular target, with its hooded lens shield, contained a brilliant flashing light, which replaced the old familiar semaphor boards and red-yellow-green lights.

This small Arkansas town in the 1940s was served by the daily MEMPHIS-CALIFORNIAN (Nos. 111 & 112), with sleeping cars, dining cars, chair cars and coaches. *(In December, 1929, three westbound and three eastbound trains stopped here daily. The westbounds were: No. 111 at 6:35 a.m., No. 45 at 5:22 p.m., and No. 41 at 8:42 p.m.. The eastbounds were: No. 112 at 1:03 a.m., No. 42 at 6:05 a.m. and No. 606 at 9:42 a.m. - editor).* 

Arkansas Railroader



No, you're not seeing triple...this is Southern Pacific bi-centennial locomotive #3197 on the Johnny Cash Special at Kingsland, Arkansas in the late 1970s. These were all scanned at different resolutions to see if you can tell the difference in printing. Please let me know which photo appears the best – trains@trainweather.com or write to PO Box 9151, North Little Rock AR 72119. Thanks. (Ken Ziegenbein photo)



Missouri Pacific 4-Unit EMD headed by No. 52. (Probably taken in the late 1940s or early 1950s, photographer unknown - Ken Ziegenbein collection)