



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

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From John Mills: My first trip to California alone was aboard Southern Pacific Train No. 39, the Imperial, west of El Paso in June of 1950. Here we are stopped at Yuma, Arizona for service and change of crews. A Southern Pacific Northern 4-8-4 #4437 is having her rods lubricated with an Alimite gun manned by a Mexican laborer who has just completed his work. This train was due Los Angeles at 10:55 PM that evening. Due to many Shrine Circus Specials going to LA for a convention, we did not arrive till 6:00 AM due to no track space for us. (John A. Mills photo)

2004 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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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>

NEXT PROGRAM will be **SUNDAY, AUGUST 8** at 2 p.m. at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. **WILLA PINKERTON**, Railroad Agent for the Little Rock Port Authority, Little Rock Port Authority Railroad, will give us an update on what has gone on at the Port Authority RR since she spoke to us in May 2002. She is only the second railroad agent for the Port since the company's inception in the early 1970s.

She essentially will emphasize the recent dedication of \$12 million in infrastructure improvements at the Port's slackwater harbor (new rail lines, roads, water and sewer lines, warehouses and a new dock). And she will give us a detailed report on the railroad's key part in the massive movement in October 2003 of the 39th Infantry Brigade, Arkansas National Guard, from the Port's new rail line to Iraq via Fort Hood, Texas. This movement of troops involved over 200 military personnel and 800 pieces of equipment from 47 Arkansas Armories. She said this was the largest military movement by rail in Arkansas since World War II. (Thanks to Randy Tardy for getting this program for us).

FUTURE PROGRAMS - In September, we'll all go to Peter Smykla's Paperton Junction Southern in Pine Bluff for our annual outing there, starting about 9 or so. Bring a picnic lunch. There'll be a map in the September newsletter. Peter said at the last meeting that Saturday, September 4 sounded good.

LITTLE ROCK PORT AUTHORITY RAILROAD

(Taken from their website)

The Little Rock Port Authority Railroad is a switching railroad that serves the Little Rock Port Industrial Park. The line extends from its junction with the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company near the Little Rock National Airport to the Arkansas River at the Little Rock Port dock facilities. The system includes several spur lines to industries within the Industrial District and a marshaling yard where switching takes place between the Little Rock Port Authority Railroad and the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company. The Port Railroad operates on approximately 12.2 miles of track.

The Port Railroad is a vital link in the transportation network for the Little Rock Port Industrial District. The railroad provides direct intermodal connections with the Port terminal on the Arkansas River for over 40 industries, warehouses, and distribution companies in the Port district along with numerous shippers from the central Arkansas region. This allows shippers to access global market areas via the

Arkansas/Mississippi Rivers systems through the international port at New Orleans, Louisiana.

The Port Railroad operates with a four man crew. Hours are from 7:00 a.m. to 3:30 p.m. Monday through Friday. Overtime switching to Port Industrial Park Companies is available. The Port Railroad connects to the Union Pacific Railroad and by trackage/haulage rights to the Burlington Northern Santa Fe.

The Port Railroad is a Surface Transportation Board certified switching railroad authorized by ICC Federal Docket No. 24549 dated August 4, 1967. The Port Railroad activated certification in June 1972, and hired a four man crew in October 1974.

Employees are under all Federal Railroad regulations (Engineer Certification, Safety Regulations, and Track Maintenance). The track is maintained for a Class II railroad. The 900 HP diesel electric EMD locomotive built in 1952 is leased from RELCO Locomotives. The mainline track is 110# rail. The Port Railroad has a published tariff. As of March 1, 2002 the switching charge is \$160.00 per loaded car.

UP EMERGENCY NUMBER – Our July speaker, UP Special Agent Darin Archer, talked about a new program called 'Trainwatch,' loosely related to the famous 'Neighborhood Watches' around the country. He said if any of our members saw anything suspicious around the railroad, to call the National Dispatch Center Risk Management at 888-877-7267. They will then contact the needed local authorities. He also said to be very cautious when photographing or walking near bridges as surveillance cameras are being placed around the UP system (also see below the UP Press Release stating that cameras are being placed on-board all over the road locomotives, mainly to document crossing accidents).

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.

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.

COLORADO – UNION PACIFIC – To abandon a 1.12-mile portion of its Monfort Industrial Lead between milepost 141.12 and milepost 140.00 near Kersey, in Weld County, CO. A final decision will be issued by October 1, 2004. (STB Docket No. AB-33 (Sub-No. 216X, decided June 18, served June 29, 2004)

MINNESOTA – BNSF – To abandon a 1.60-mile line of railroad extending from milepost 0.00 to milepost 1.60 in and near Brainerd, in Crow Wing County, MN. A final decision will be issued by October 1, 2004. (STB Docket No. AB-6 (Sub-No. 421X, decided June 24, served July 2, 2004)

KANSAS – BUTLER COUNTY – To abandon its entire 10.6-mile line of railroad, between milepost 483.62, at Augusta, and milepost 494.22, near Andover, in Butler County, KS. The County acquired the line by donation from The Burlington Northern and Santa Fe Railway Company in 2002. Effective on August 4, 2004. (STB Docket No. AB-870X, decided June 24, served July 2, 2004)

WASHINGTON – BNSF – To abandon and discontinue service over a 0.99-mile line of railroad between milepost 38.01 and milepost 39.00 in Snohomish, Snohomish County, WA. Effective on August 4, 2004. (STB Docket No. AB-6 (Sub-No. 422X, decided June 23, served July 2, 2004)

CALIFORNIA – UNION PACIFIC – To abandon a 1.62-mile line of railroad known as the Spreckles Industrial Lead from milepost 121.5 near Spreckles Junction to milepost 123.12 at the end of the line at Spreckles, in Monterey County, CA. Effective on August 10, 2004. (STB Docket No. AB-33 (Sub-No. 217X, decided July 1, served July 9, 2004)

MASSACHUSETTS – SPRINGFIELD TERMINAL RAILWAY CO. – To abandon a 4.8-mile line of railroad known as the Westover Industrial Track extending from milepost 0.0 to milepost 4.8 in Chicopee, Hampden County, MA. effective on August 12, 2004. (STB Docket No. AB-355 (Sub-No. 30X, decided July 2, served July 13, 2004)

SOUTH CAROLINA – CSX – To abandon a 1.49-mile line of the Southern Region, Florence Division, Hamlet Subdivision, between milepost SJ 306.13 (V.S. 387+15) and milepost 307.39 (V.S. 465+62.5), in Darlington County, SC. Effective on August 6, 2004. (STB Docket No. AB-55 (Sub-No. 647X, decided June 29, served July 14, 2004.

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

UPRR TURNS AWAY RAIL TRAFFIC TO REDUCE CONGESTION

(July 10, 2004 via press reports) – Union Pacific will turn away cargo and reduce the number of trains it operates in another effort to reduce congestion. The actions include an allocation system to limit some shipments through "key terminals" for all cargo categories. Union Pacific said the moves are needed to prepare for a peak season starting in July, with freight expected to exceed last year's record volumes.

Union Pacific stopped running three trains in March for United Parcel Service, and cut back other customers' shipments. The railroad is adding workers, locomotives and railcars to cut delays. The average train speed at Union Pacific, which cut its second-quarter profit forecast in June, has slowed more than 10 percent from last year. (Thanks partly to Randy Tardy)

BNSF SUED BY J.B. HUNT OVER REVENUE SHARING DISPUTE

(Press reports July 11) - J.B. Hunt Transport Services, the No. 2 U.S. trucking company, sued Burlington Northern Santa Fe Corp. in a dispute over sharing revenue from a shipping agreement accounting for an estimated quarter of Hunt's profit. The companies adopted the agreement, a first between railroads and truckers, in 1991. The railroad hauls cargo between cities such as Dallas and Los Angeles, with Hunt completing local pickup and delivery.

"...we will initiate a program to install video cameras on locomotives to ensure accurate recording of crossing incidents." – Statement by Dick Davidson to UP employees after a *New York Times* article July 11 regarding UP's handling of evidence following crossing accidents.

UNION PACIFIC MEDIA STATEMENT IN RESPONSE TO JULY 11, 2004 NEW YORK TIMES STORY

(A separate statement – this is not the UP employee letter. All highlights are mine.)

Allegations of Spoliation of Evidence

RESPONSE: Union Pacific's policy is clear: We do not destroy information or evidence needed for legal proceedings. In the rare instances when an individual employee intentionally destroyed or altered evidence, the employee was fired. The company also has in place an Ethics Committee to review allegations of misbehavior.

ACTION TAKEN: In October 2002, we instituted major changes to our processes to ensure that all conceivably useful materials are kept after every serious grade-crossing accident. **The company has decided to install forward-facing video cameras in the cabs of our over-the-road locomotives to further document evidence during crossing incidents.**

BACKGROUND: A few years ago, the courts began to expand the types of materials they expect us to retain after grade crossing accidents, even when litigation had not been filed. A number of lawsuits were already in litigation, however, resulting in rulings against the company and its prior document-retention policies.

As the article acknowledges, many of its conclusions are based on statements by individuals who are hired to testify against the company in lawsuits. In each instance, there is another side of the story. **For example, the article implies that the company cut vegetation after a recent Arkansas accident to make the crossing look better, but we carefully photographed the crossing to document the scene before cutting the vegetation.**

Allegations of Failure to Properly Report Grade Crossing Accidents

RESPONSE: During the course of the reporter's investigation, we learned that some of our reporting and compliance processes were not as thorough as we expect. When we learned of these breakdowns in our processes, we took immediate corrective actions. Union Pacific's policy is to be 100 percent compliant with all of the many regulations that apply to railroads.

ACTION TAKEN: We have immediately changed our procedures to ensure that proper notification is made in the future. We initiated a further, comprehensive audit of all reporting requirements to identify and correct any other shortcomings.

BACKGROUND: The article stated that notification of fatalities at crossings to the National Response Center was inconsistent. While we report consistently and properly to the Federal Railroad Administration and state and local authorities, we did indeed fail, in several dozen instances, to comply with a specific requirement that we notify the NRC by phone.

Crossing Safety

RESPONSE: No one wants to avoid grade-crossing accidents more than Union Pacific and other railroads. Emotionally, they take a severe toll on our train crews, who have no ability to stop their trains in time to avoid collisions, and on other employees, who feel the human tragedies that so often accompany these accidents. And these accidents occur in communities we serve and are home to our employees and their families. We all feel a sense of tragedy and loss when these accidents occur.

BACKGROUND: Union Pacific has a comprehensive grade crossing safety program that includes system vegetation control, installation and maintenance of grade crossing warnings, inspection and maintenance of track and crossing panels, maintenance of locomotive horns and lights, and training and certification of train crews who operate the trains. **Union Pacific also has posted an 800 number on all crossings for immediate reporting of and response to stalled cars or other safety risks.**

Although, Union Pacific's policy is to conduct its operations in a manner to avoid grade-crossing collisions, **it is law in all 23 states in which we operate that motor vehicle drivers must yield the right-of-way to trains.** Working internally, as well as with communities, state and federal agencies, and other railroads, we are continually developing and enhancing accident prevention programs.

In the area of public education, Union Pacific is an active participant in Operation Lifesaver. Union Pacific was the original sponsor of this very successful program on highway-rail grade-crossing and pedestrian safety that originated in 1972. This national, non-profit public education and awareness program exists in all 49 continental U.S. states, Canada, Mexico and Argentina. The program reaches more than two million Americans each year with information about how to avoid accidents. Union Pacific employees voluntarily contribute many thousands of hours each year making presentations to civic clubs, driver education classes and school children.

Union Pacific also sponsors several safety programs in cooperation with law enforcement. These include the Grade Crossing Collision Investigation Program (GCCCI), the Officer-On-Train Program, and the Crossing Accident Reduction Enforcement Program (CARE). The GCCCI program trains local law enforcement agencies in grade-crossing accident investigation and is endorsed by the International Association of Chiefs of Police, National Sheriffs Association and Operation Lifesaver. In the Officer-On-Train Program, police officers ride trains and are able to witness unsafe motorist behavior through the perspective of the train crew. Officers on the ground then intercept and educate motorists about their safety obligations. The CARE program focuses law enforcement on crossings where there have been a number of close calls or violations. Both the Officer-On-Train Program and the CARE program can be used to educate the public about unsafe behavior at grade crossings.

Union Pacific also has developed a program through which the train crew can report unsafe motorist behavior witnessed at a crossing. When identification of the vehicle is possible, Union Pacific will contact the violator by phone or mail. When a bus or vehicle transporting hazardous material is involved, a Union Pacific special agent will make personal contact with the driver or the company.

In addition to these programs, Union Pacific works closely with road authorities and the Federal Railroad Administration (FRA) to close unnecessary public highway/rail grade crossings. Since the beginning of 2001, we have participated in more than 1,250 crossing closures. The operations of Union Pacific's Response Management Communication Center (RMCC) also have a direct impact on public safety. For example, in 2003 RMCC received 2,319 reports of vehicles stalled on Union Pacific railroad tracks – all vehicles were cleared without incident.

The successful results of Union Pacific's approach to grade-crossing safety are evidenced by the statistical data compiled by the FRA and FHWA. **Nationwide, the annual number of collisions between motor vehicles and trains declined 76% during the period between 1975 and 2003. Annual deaths, which totaled nearly 1,000 in 1976, declined to 324 in 2003, a reduction of 68%.** Union Pacific's results exceed the national trend. The annual number of rail-highway incidents on Union Pacific between 1976 and 2003 decreased by 84%, from 3,049 to 489. The annual number of fatalities from rail-highway incidents on Union Pacific for the same period decreased 74%, from 261 to 68. **This improvement is remarkable given an 80% increase in highway traffic at non-grade separated highways from 1975 to 2001 and the fact that average train traffic, relative to the size of the rail network, has increased 30% in the same period.** On May 6, 2004, the FRA announced that highway-rail grade-crossing fatalities had declined to a record low in 2003, down 9% from the previous year and down more than 47% since 1994.

Contrast this success with non-rail motor vehicle incidents on our roadways. For almost thirty years, the number of people killed on our nation's highways has remained around 40,000 per year (1976 - 45,523; 2002 - 42,185). Fatal accidents involving large trucks on our highways have actually risen from 4,035 in 1992 to 4,542 in 2002, an increase of 13%. **If the freight we carry were on the highways, far more accidents would likely occur.**

MISSOURI & NORTHERN ARKANSAS DERAILMENT

(Newark, Arkansas) – Early Tuesday morning, July 13, 2004, there was a derailment on the Missouri & Northern Arkansas Railroad in Newark, Arkansas. No one was hurt in the accident, which occurred in the railroad's right-of-way. The train derailed about 2am. A three-man crew with Missouri and Northern Arkansas Railroad called headquarters to say they had crashed. RailAmerica regional vice president Scott A. Hulstrom said the crew followed the usual procedure and called the dispatcher in Vermont.

Hulstrom, who is based in Illinois, said the company was investigating what caused the derailment. He said no hazardous materials were on board. Hulstrom said most of the cargo involved was miscellaneous freight, such as coal, scrap, grain and silica sand.

WORLD HISTORY OF RAILROADS

From Wikipedia free online encyclopedia

c1550 - Horse-drawn wagonways appear in Germany.

1761 - First iron rails laid at Bath, England.

1782 - Scottish engineer James Watt invents first steam engine able to turn wheels.

1789 - English engineer William Jessop uses flanged iron wheels on iron edge rails on coal railway at Loughborough, Leicestershire.

1802 - Arguably, the world's first public railway, the Surrey Iron Railway opens in south London.

1804 - World's first Steam locomotive built by Richard Trevithick.

1814 - George Stephenson constructs his first locomotive Blucher.

1825 - Stephenson's Stockton and Darlington Railway, the world's first steam operated railway opens, carrying freight from a Colliery to a river port.

1829 - George and Robert Stephenson's locomotive, The Rocket, sets a speed record of 47 km/h (29 mph) at The Rainhill Trials held near Liverpool.

1830 - The Liverpool and Manchester Railway opens, and the first railway passenger service is started. The line proves the viability of rail transport, and large scale railway construction begins in Britain, and then spreads throughout the world. The Railway age begins.

1835 - In Belgium a railway was opened on May 5th between Brussels and Mechelen. It was the first railway in continental Europe.

- 1853** - Indianapolis' Union Station, the first "union station" in the world, opened by the Terre Haute & Richmond, Madison & Indianapolis, and Bellefontaine railroads.
- 1855** - the Panama Railway completed, the first transcontinental railway
- 1857** - Steel rails first used in Britain.
- 1863** - World's first underground railway opened in London.
- 1863** - Scotsman Robert Fairlie invents the Fairlie locomotive with pivoted driving bogies, allowing trains to negotiate tighter bends. This innovation proves rare for steam locomotives but is the model for most future diesel and electric locomotives.
- 1865** - Pullman sleeping car introduced in the USA.
- 1869** - The First Transcontinental Railroad (North America) completed across the United States.
- 1877** - Vacuum brakes invented in the United States.
- 1879** - First electric railway demonstrated at the Berlin Trades Fair.
- 1881** - World's first public electric railway opened in Germany.
- 1890** - World's first electric underground railway opened in London.
- 1891** - Construction begins on the 9,313 km (5,787 mile) long Trans-Siberian railway in Russia. Construction completed in 1904. Webb C. Ball establishes first Railway Watch official guidelines for Railway Chronometer Watches
- 1913** - First diesel powered railcar enters service in Sweden.
- 1926** - First diesel locomotive service introduced in Canada.
- 1934** - First diesel-powered streamlined passenger train in America (the Burlington Zephyr) introduced at the Chicago World's Fair.
- 1938** - In England, the world speed record for steam traction is set by the Mallard which reaches a speed of 203 km/h (126 mph).
- 1960s-2000s** - many countries adopt high-speed rail in an attempt to make rail transport competitive with both road transport and air transport.
- 1964** - Bullet Train service introduced in Japan, between Tokyo and Osaka. Trains average speeds of 160 km/h (100 mph).
- 1970** - Penn Central Railroad goes bankrupt, the United States' largest corporate bankruptcy up to that time.
- 1979** - High speed TGV trains introduced in France, TGV trains travel at an average speed of 213 km/h (132 mph).
- 1987** - World speed record for a diesel locomotive is set in Britain by British Rail's High Speed Train, which reaches a speed of 238 km/h (148 mph).
- 1990** - World speed record for an electric train, is set in France by a TGV, which reaches a speed of 515 km/h (320 mph).
- 1990s** - Amtrak introduces the Acela Express on the Northeast Corridor.

US RAILROAD HISTORY:

From Wikipedia free online encyclopedia

- 1810s-1830s:** Various inventors and entrepreneurs make suggestions about building model railways in the United States; In 1825 John Stevens (inventor) builds a test track and runs a locomotive around it in Hoboken, New Jersey.
- 1820s and 1830s:** The Baltimore and Ohio is incorporated in 1827 and officially opens in 1830. Other railroads soon follow, including the Camden and Amboy by 1832.
- 1830s-1860s:** Enormous railway building booms in the United States of America. Railroads replace canals as a primary mode of transportation.
- 1853:** Indianapolis' Union Station, the first "union station" in the world, opened by the Terre Haute & Richmond, Madison & Indianapolis, and Bellefontaine railroads.
- 1865:** George Pullman becomes well-known for luxury sleeping cars, called Pullmans in his honor, after he loans one of his cars to house the coffin of Abraham Lincoln after Lincoln's assassination.
- 1869:** Union Pacific and Central Pacific complete first transcontinental railway link at Promontory Summit.
- 1870s and 1880s:** Strikes break out against railroads and the Pullman Palace Car Company. Corporations hire Pinkerton guards to break up the strikes. Nonetheless, much violence occurs in the strikes. Many are shot dead, buildings and rolling stock are burned, and reports of rioting shocks middle-class Americans.

1887: The Interstate Commerce Commission (ICC) is created to regulate railroads, to ensure fair prices.

1902: Twentieth Century Limited inaugurated by the New York Central railroad.

1910s: Pennsylvania Railroad builds Pennsylvania Station in New York City; New York Central Railroad builds current version of Grand Central Terminal.

1916: US railway reaches peak length.

1920s and 1930s: Automobiles and airplanes contribute to a decline in ridership and mileage, as well as the Great Depression.

1934: Burlington railroad's Pioneer Zephyr completes its inaugural run from Denver to Chicago, first diesel-powered streamliner in America.

1940s: World War II brings railroads the highest ridership in American history, as soldiers are being sent to fight overseas in the Pacific Theater and the European Theater. However, automobile travel causes ridership to decline after the war ends.

1950s and 1960s: Drastic decline in railroad travel in the United States of America, due to automobiles, trucks, and airplanes, as first jetliners take to the air. Railroads respond through mergers and attempts to shut down trains and railroad lines. However, the ICC refuses to let railroads shut down many trains.

1967: The New York Central's Twentieth Century Limited makes last run.

1968: Pennsylvania Railroad and New York Central merge to form Penn Central.

June 21, 1970: Penn Central declares Chapter 7 bankruptcy.

1971: President Richard Nixon and Congress create Amtrak and eliminate several passenger routes.

1970s: Conrail, a freight railroad, founded from the remains of the bankrupt Penn Central and a number of other bankrupt railroads in the North-Eastern USA.

1970s and 1980s: Amtrak introduces double-deck Superliner rolling stock. Auto Train begins running as independent line, but fails a few years later; Amtrak later runs Auto Train as one of its more-heavily-promoted lines.

1990s: Amtrak funding comes under heavier scrutiny by Congress, while Amtrak creates new trains such as the Talgo and the Acela.

2001: Terrorists destroy World Trade Center and destroy part of the PATH system in the process.

http://en.wikipedia.org/wiki/Main_Page

AMTRAK NEWS

AMTRAK BOMB THREAT HOAX

A man from Alaska was arrested in Union Station in Chicago July 9, 2004 on charges he phoned in threats of a bomb aboard an Amtrak train on which he was traveling that turned out to be a hoax, the FBI said. After the threats on July 6, the Chicago-bound train (Amtrak's *Empire Builder*) was stopped and evacuated in Portage, Wis., causing more than 140 passengers to miss their connections and socking Amtrak with \$100,000 in estimated expenses.

TEXAS EAGLE RIDERSHIP UP 16.1%

The *Texas Eagle* had 172,684 passengers from Oct. 1 through the end of June 2004. That's a 16.1 percent increase from the corresponding period in 2003. That increase is well below the 38.5 percent ridership gain between October and December over the year-ago period. Meanwhile, the *Texas Eagle's* on-time performance for the 2004 fiscal year to date was about 62 percent through July 8. The train had an on-time performance of around 73 percent in late January for the fiscal year to date. Club member Bill Pollard, chairman of the Texas Eagle Marketing & Performance Organization (TEMPO), said the continued increase in passengers is encouraging despite the lower on-time performance rating. "So the demand is still there," Pollard said. "It's just an issue of how to handle the business."

Pollard has noted that the *Texas Eagle* had an on-time performance of about 97 percent for a period in January. The on-time performance reflects the *Texas Eagle's* arrival at its end points of Chicago and San Antonio. Pollard did say the train might only be 30 or 40 minutes late arriving in Little Rock instead of several hours late as has happened in the past. In Little Rock, the train departs for Dallas and points west at 4:30 a.m. and leaves for Chicago at 11:59 p.m. (that's right before midnight but we've found that about once a month on Sunday mornings, when some in our club photograph trains passing union station, there'll be someone driving up to the station either to pick up passengers or to

board the Eagle themselves – when we approach them, they’re thinking the train is due at noon instead of midnight. What a difference one letter makes – p.m. instead of a.m. People just don’t read carefully enough). The train leaves for Dallas and points west at 4:30 a.m.

Amtrak, a federally subsidized rail service started in 1971, has said it could exceed 25 million riders for the first time this fiscal year. (*Arkansas Democrat-Gazette, July 10, 2004 by Edward Klump*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

MISSOURI – BRANSON - The Branson Scenic Railroad offers a nostalgic ride through picturesque southwestern Missouri and Arkansas. Vintage passenger cars and locomotives depart from the historic 1905 depot near Lake Taneycomo, 206 E. Main St., Branson MO 65616-2716. For information, call 1-800-287-2462 or check out the Web site at www.bransontrain.com. Schedule: The train runs from March through mid-December and usually makes four trips a day — at 9 and 11:30 a.m. and 2 and 4:30 p.m. On Saturday, a dinner excursion at 5 p.m. replaces the 4:30 p.m. departure. Price: Fares are \$21.25 for adults, and \$11.25 for children ages 3 to 12. Children ages 2 and younger may ride free if they’re not occupying a separate seat. Group rates are available. Discounts are offered to riders purchasing tickets online.

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.



WHEN IS MOUNTAIN RAILROADING NOT MOUNTAIN RAILROADING

?

By: Gene Hull

A great portion of railroad history in Arkansas has been associated with the famous and beautiful Ozark "Mountains."



Limestone bluff on south face of White Rock Mountain east of Mountainburg, Arkansas on U.S. Highway 71 in July 1970. Limestone on the ancient plateau was built up in layers beneath a tropical sea. (Gene Hull photo)

Arkansas Railroader

Late in 1879, ruthless and opportunistic railroad baron Jay Gould was elected president of the Missouri Pacific, which was well anchored in southern and southwestern Missouri. Gould had a vision of a southwest system of railroads. To help develop this vision and bring it to reality, Gould purchased the St. Louis, Iron Mountain & Southern in 1881. From a point in southwestern Missouri this road crossed the state of Arkansas in a southwestern direction to a destination on the Red River.

Gould was aware of a growing line of commerce along the magnificently clear stream known to the ancient aboriginals people, as well as to the French explorers, as White River. To lay claim to the flow of riverboat trade, Gould decided to join his Missouri Pacific and St. Louis, Iron Mountain & Southern with a line of rails between Carthage, Missouri and Newport (Diaz), Arkansas. To do so, he would have to breach the geologic maze of the Ozark "Mountains."

The oft-told tale of the construction of Missouri Pacific is a story of a resistance of towering sandstone- and raging streams in flood. The war along White River and siphoned away



the white River Division of the tremendous struggle to overcome the limestone ridges, serpentine valleys was won in 1906 and trains rolled the riverboat traffic.

Another railroad had, at an earlier date, northwest Arkansas and headed for Texas. It, also, had to traverse the warped and rugged land of the Ozark "Mountains."

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The St. Louis & San Francisco (Frisco) was delayed in its effort to build from Missouri into Indian Territory and head south to bypass the Ozarks. They had to "head for the hills."

From Plymouth (near Monett), Missouri, rails were laid to the Arkansas border, 32.4 miles, in 1880, by the St. Louis, Arkansas & Texas Railway. Crude construction camps began to make their way slowly across the hills. Structures actually were canvas tents. At 6:00 p.m. on 31 May 1881, a shrill whistle was heard by young students at the state college at Fayetteville. Then came the heavy booming sound of black powder exploding. The heavily wooded, steep-sided limestone ridges were being conquered.

About 25 mile south of transversely across the path of the tunnel, 1,702 feet long. South of a 2.3 percent slope. Three steep-spanned by trestles more than 100



Fayetteville a ridge lay rails. The only solution was a the tunnel the grade descended on sided, narrow valleys were feet high.

The road fought its way out of the "mountains" to Ft. Smith in 1882, crossing the Arkansas River via a transfer boat. A steel bridge was erected in 1885.

A third, and probably the most historic, railroad to fight its way across the Ozark "Mountain"

barrier was the Missouri & North Arkansas. Beginning with a connection on the above-mentioned Frisco at Seligman, Missouri, the Eureka Springs Railway, chartered in Arkansas 27 February 1882. The rails were pointed toward Eureka Springs, Arkansas, a widely known health resort.

Construction began with mule-powered "slips," earth-moving scoops and with great limestone ridges and bluffs yielding to the explosive force of black powder and dynamite.

The route was about 35 miles west of, and roughly parallel with, the White River Railway. The two roads faced similar geologic conditions. Also, they had similar problems.

Suffering repeated financial problems, the road changed names and continued to struggle and flounder across the Ozark "Mountains." Notches were blasted through limestone ridges and bridges spanned the upper reaches of the White River and many twisting, rushing creeks. Rails reached Eureka Springs 24 January 1883.

Still chasing the elusive financial rainbow, the name was changed to St. Louis & North Arkansas on 25 May 1899. Rails pushed their way across beautiful Kings River and fought those confounded limestone ridges to Harrison, Arkansas.



Still no "pot of gold at the end of the rainbow." The Missouri & North Arkansas Railroad was born 6 August 1906 and sights were set upon the Mississippi River port of Helena. Rails were laid along the twisting and turning Little Red River, blasting limestone and clearing heavy forests.

The road had to cross Little Red at Higden on a long, curving wood trestle bridge. On the north side of the river was a narrow arm of land that had to be breached; 125,000 cubic yards of rock had to be blasted away. Construction cost of the road was among the highest in the state.

The rails fought free of the formidable barrier of the Ozark "Mountains" and, near the point of exhaustion, staggered into the port town of Helena. The first train over the completed road was run on 1 March 1909.

Thus, we see that Arkansas has experienced its full share of "mountain railroading." I believe it is safe to say that not more than one person in a thousand would know that these were not really mountain railroads.

The Ozark "Mountains" really are not mountains!

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MOUNTAIN = a natural raised part of the earth's surface, usually rising more or less abruptly.

In no way does this diminish the respect due those men who constructed and operated the railroads through that rough and rugged land of north and northwest Arkansas.

The following is a brief and condensed description of the geologic formation of the Ozark area. To do so, we must use a very different way of thinking about time. Years and centuries are so brief they are useless. We must think in terms of MILLIONS OF YEARS!

Scientists agree the earth consists of a molten, liquified core, extremely hot (several 1,000 degrees); an outer shell, called a mantle, about 1,700 miles thick, of dense rock; on top of this mantle is a crust about two miles thick. This is the surface of the earth upon which humanity has developed. Geologists have calculated the age of the earth to be +/- 6 BILLION YEARS! This old earth has been around quite a while.

About 520 million years (m.y.) ago, tremendous pressures developed in the crust of the earth, and a fault, or crack, appeared where the Arkansas River valley is in the western area of the state of the same name. Enormously thick layers of granite were slowly forced upward north of the fault, reaching the height of several thousand feet.

Previously, much of present North America was covered by a relatively warm, shallow sea. For thousands of years the granite from the earth's mantle continued to rise above the sea. These huge monoliths and massive walls were the ancestors of what we call the Ozark "Mountains" (which was a correct title at the time.) The area later was called Ozarkia.

The "seasons" of weather had not begun and the temperature of the earth was temperate. Tremendous rain storms attacked exposed land areas, which were eroded away, with debris being washed into the sea. As the weight of this material increased, the earth's surface under the sea began to sink.

The sea remained shallow and was an ideal environment for proliferation of the first forms of marine life. The skeletal remains sank and became a lime ooze, mingling with huge amounts of silty sand and clay. This continued for millions of years. Ozarkia was eroded to a flat plain. The Appalachian Mountains began to rise. In the sea, sediments under enormous pressure began to form layers of sandstone and limestone. Ozarkia sank beneath the sea.

About 350 m.y. ago the ancestral Rocky Mountain began to rise. Also, the Caldonean Mountains of Europe, the Appalachians and Quachitas appeared. As time passed, much of the North American continent lifted above sea level.

Some 135 m.y. ago, tremendous pressures developed from the west and huge layers of rock were broken, crushed, ruptured and slowly were thrust upward, creating a great system of mountains

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3,000 miles long from the present Mexico to Alaska. The Rockies (true mountains) were born, creating the headwaters cradle of granite for the Arkansas River.



TOP - In this scene from Arkansas Highway 7 south of Jasper, note the peaks are all at the same elevation. The peaks are the remains of the surface of the ancient plateau. *(Photo in 1951)*.

BOTTOM - REAL MOUNTAINS! Note difference between the Ozark Plateau and the jagged, broken peaks above. This cabin is on Molas Lake at Molas Pass, Colorado, elevation 10,910 feet on U.S. Highway 550 south of Silverton. *(Photo in 1969 by Gene Hull)*

About 35 m.y. ago there was movement beneath the sea and the great island of Ozarkia rose once again. This time it was a flat plain several thousand feet above the sea. Its surface was covered with the thick muck which had accumulated under the sea for millions of years. Deluges of rain carried the oozy muck back to the sea.

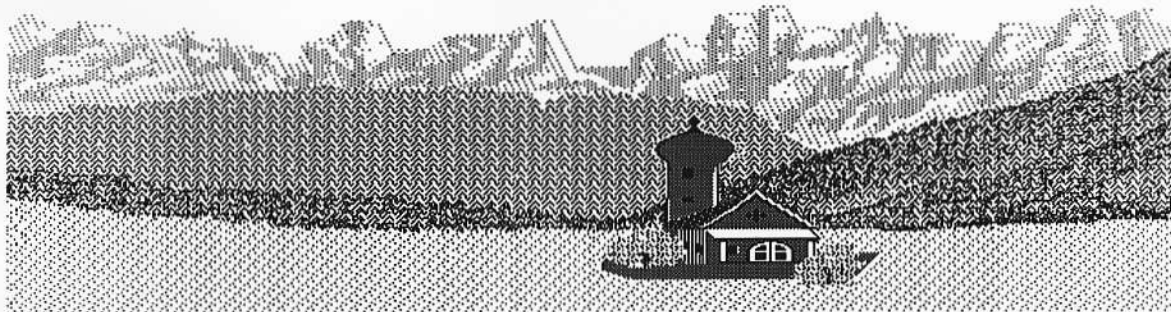
Where streams flowed across the softer layers of rock in a crazy-quilt pattern they became entrenched in deepening canyons. Their paths were permanent, writhing and twisting to the Arkansas River on its way to the sea, which retreated and became the Gulf of Mexico.

As the muck disappeared there was revealed a massive plateau of limestone and sandstone. This single dome of rock was roughly 120 miles north-south by 200 miles east-west. Its surface was at approximately the same elevation - a plateau. Later it became known as the Ozark Plateau. Its crest was a veritable maze of writhing canyons and ridges, rushing streams flowed in pathways locked in stone.

As ages passed, erosion-freeze-thaw reduced the rock surface to fine, fertile soil. Vegetation grew profusely. The various foliage presented a brilliant display of colors as fall seasons came. Men, quite naturally, called the area the Ozark Mountains, but technically it is an eroded plateau.

This rough and rugged land is where brawny men labored to construct and operate their railroads. If they wished to call them MOUNTAIN RAILROADS should we question them? Would that be merely knit-picking? The railroads were constructed and operated under almost identical conditions.

The Greek mathematician, Pythagoras, 6th Century B.C., developed a theory which stated — things equal to the same thing are equal to each other. That could apply to our plateau-mountain railroads in Arkansas. 🚂





Union Pacific's Challenger 3985 on its way back to Cheyenne, Wyoming through Arkansas in June 2004. Seen here are two photos by Arkansas Railroad Club Photographer John C. Jones showing the train heading north over the Baring Cross Bridge and heading west through Ozark, Arkansas. *(John C. Jones photos)*