



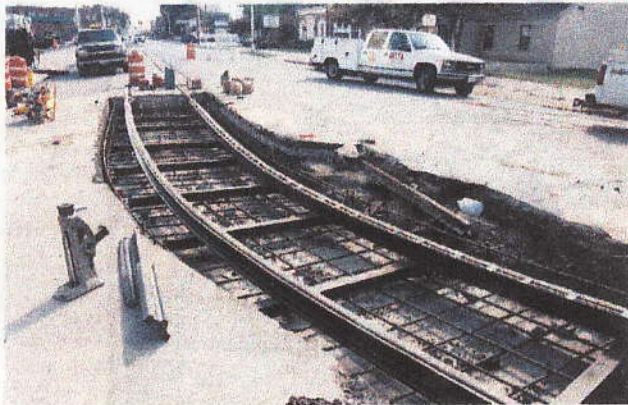
ARKANSAS RAILROADER



VOLUME 34 NUMBER 12 DECEMBER 2003



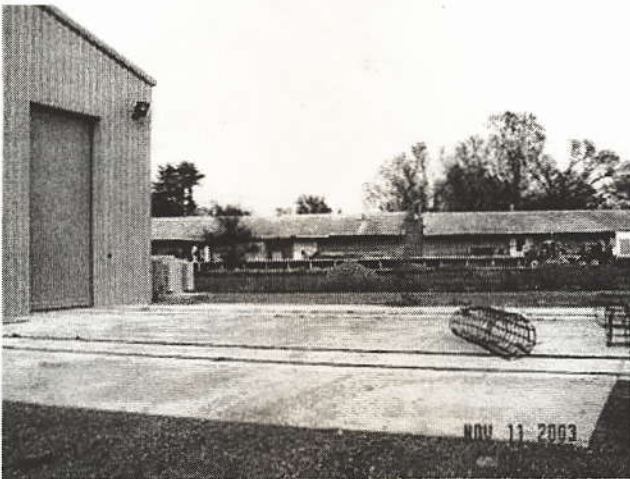
Southern GP59 #4610 (top) was in this consist of 10 locomotives of varying roadnames passing Union Station in Little Rock southbound on November 2, 2003. This was the Pine Bluff Local, YNL99. According to Bart Jennings, the 4610 was painted by Norfolk Southern in the old Southern green paint scheme in 1993 and repainted in 2000 or 2001. We don't know why it was in Arkansas. *(Ken Ziegenbein photo – caption help from Robin Thomas)*



Little Rock RiverRail streetcar construction photos taken in October and November 2003. **UPPER LEFT AND MIDDLE LEFT** – John Jones got to sit in the driver's seat of new streetcar No. 410 on October 20, 2003. **MIDDLE RIGHT** – Looking south from 7th and Main Streets, North Little Rock. **MIDDLE RIGHT** – West Broadway where concrete was being poured. (*John C. Jones photos*). **LOWER LEFT** – East Markham looking east in Little Rock November 11. The Capital Hotel is to the left, the Peabody Hotel to the right. **LOWER RIGHT** – Looking east in the Rivermarket District on East Markham (President Clinton Blvd). (*Ken Ziegenbein photos*)



The new streetcar barn is basically finished off Main Street in North Little Rock. The photo at right shows UP track to the east of the carbarn.



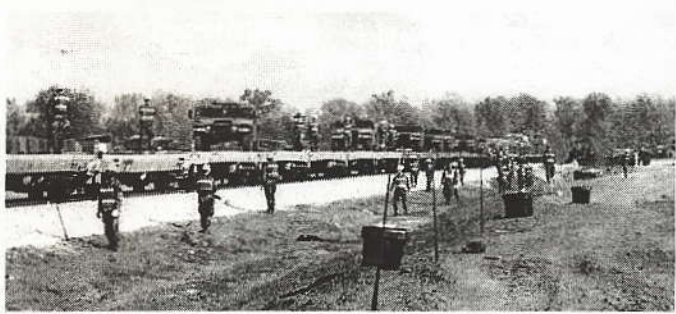
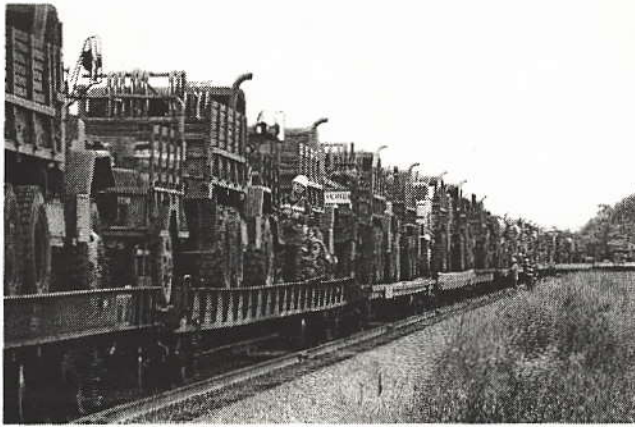
LEFT – South end of the carbarn with old MoPac freight building (is that what this is?) across the tracks. RIGHT – Tracks will be laid on this bridge over the Arkansas River to North Little Rock,



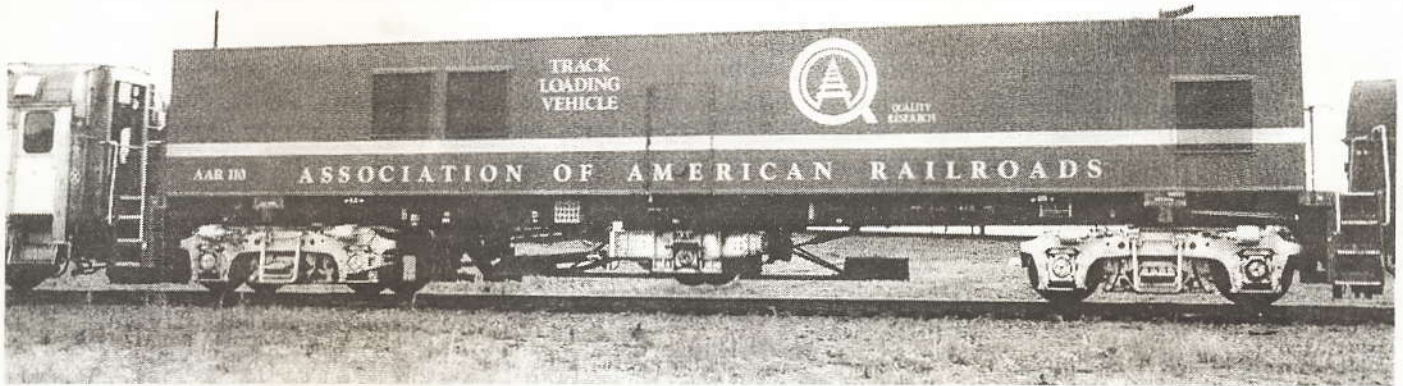
'Pardon Our CAT Tracks' signs are all over. CAT stands for Central Arkansas Transit. At right are pieces of streetcar track John Jones brought to our last club meeting. The one on the left is the current track, middle is a piece used on the curves and on the right is a piece of original track from North Little Rock.

The Arkansas Army National Guard's 39th Infantry Brigade, headquartered in Little Rock, was mobilized on October 12, 2003. Elements of the 39th began reporting to the mobilization station at Fort Hood, Texas on October 28. During October 25-29, rail loading operations of the 39th Infantry Brigade's equipment were conducted at the Little Rock Port Authority facilities. In four and a half days, 906 individual pieces of equipment were loaded onto 229 rail cars of the Burlington Northern Santa Fe Railroad at the Port. The entire rail load was accomplished without incident or accident to workers or equipment.

Below are some photos club member John C. Jones made of the loading, with permission of the National Guard. In fact, some of his photos will be used in their official report of this move.



These were all taken by John C. Jones between October 23 and 25, 2003. BNSF 509 heads the train as it's ready to leave the Little Rock Port heading south toward Pine Bluff then to Texas.



TOP – AAR100 Association of American Railroads Research Car, destined for Marysville, Kansas, sits at the UP yard in North Little Rock October 26, 2003. **BOTTOM** – AAR110, the AAR's track loading vehicle, Chicago Technical Center, also was there. (*John C. Jones photos*)

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 Shackleford #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!

ARKANSAS RAILROADER – Little Rock Chapter NRHS – MERRY CHRISTMAS

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>



CHRISTMAS PARTY DECEMBER 13 – Our annual Christmas Party will be held at our usual meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock on **Saturday, December 13 beginning at 6 p.m.** The meal will be obtained from Franke's Cafeteria and brought to the church. There will be no program (conflicts and time constraints precluded any program).

Cost is \$15 per person and you need to let treasurer Walter Walker know how many will be attending as soon as possible. Send your reservations and money to Walter at 8423 Linda Lane, Little Rock AR 72227, 501-225-0826.

NOMINATED OFFICERS FOR 2004 – New officer nominees for 2004 are: PRESIDENT: **ROBIN THOMAS**; VICE-PRESIDENT: **PETER SMYKLA, JR**; TREASURER: **WALTER WALKER**; SECRETARY: **JAKIE ROACH**. Other positions for 2004: Editor: **Ken Ziegenbein**; NRHS Director: **Tom Shook**; Photographer: **John C. Jones**; Historian: **Gene Hull**.

Board members are: **2004**-Stanley Wozencraft; **2005**-Leonard Thalmueller; **2006**-Jim Wakefield; **2007**-Fred Fillers; **2008**-Ron Esserman.

Officers will be voted on at the Christmas Party December 13.

2004 DUES NOTICE – I've decided to mail everyone's dues notices via postcards this year instead of putting a separate notice inside the newsletter envelopes. There are two reasons for this: 1) not everybody opens their newsletter envelopes each month and 2) the USPS insists that all non-profit mailings consist of identical pieces which should all weight the same. So, keep an eye out for a postcard from the Arkansas Railroad Club with a dues notice and form for renewal. Many of you have already paid and thanks.

Dues are again \$20 for Arkansas Railroad Club only or \$40 for both the Little Rock Chapter NRHS-Arkansas Railroad Club and national NRHS dues. Mail the dues payment back to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

RAIL PHOTOS WANTED – Have any old ORIGINAL photos of trains in your attic? Does anyone you know have some, like your parents or grandparents? I recently checked my old boxes of photos and found a few I had taken as a teenager that I had thought I'd lost. If so, I'd like to see them and maybe publish them in the *Railroader*. I would just scan them and return them to you. Let me know, as anxious railfans are waiting to see them! Email me at trains@trainweather.com or send me a letter to PO Box 9151, North Little Rock AR 72119 ATTN: Photos. Thanks. (Ken Ziegenbein, editor)

UP 3985 SUPER BOWL SPECIAL - (Houston, Texas) - The Gulf Coast Chapter NRHS is having a fundraising event in January 2004 with Union Pacific's Steam Crew as special guests. Here is their announcement:

"We are hosting a "Meet & Greet" where you will have the opportunity to meet one-on-one with Union Pacific's Steve Lee and members of his steam crew as they bring 3985 to Houston for the Super Bowl! The event will take place on Tuesday evening, January 27, 2004, at the Holiday Inn Medical Center from 7-9pm. The event is a fund-raiser for Gulf Coast Chapter as we seek funds to move SP Steam Engine 982 out of Hermann Park and to our museum.

The cost is \$30.00 per person, and includes a light buffet and cash bar. Steve Lee will speak for a short time, take some questions, and then hit the floor to meet everyone and answer your questions. The 3985's mechanics will also be in attendance to answer technical questions about the engine.

The event is open to the first 100 registrants, and tickets are selling fast, so if you are interested in attending this event, please send a check or money order for \$30.00, along with full name, address, telephone, and e-mail address to: UP Crew Event, c/o Bill Waldrop, 12500 Dunlap St. #262, Houston, TX 77035-5329.

All proceeds will go to the Gulf Coast Chapter NRHS and its' 982 fund. Tickets to the event will be mailed in December. Tickets will NOT be sold at the door, and a ticket will be needed to enter the event. No children under 12, please. **There will be no public trips with 3985 on this trip to Houston**, and a ticket to this event is not a pass to trespass on Union Pacific property. The engine and passenger cars will be parked near the Houston Astrodome, but it is unknown if they will be open to the public. Routing and schedule information for the engine are unknown.

Thank you for your interest, and we look forward to seeing you at the Meet & Greet with the Union Pacific Steam Crew in January!"

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 – Mary Cohoon, 1710 West 17th Cir, Russellville AR 72801, 479-967-2981, wants to know if anybody can talk with her about setting up a railroad telegraphy demonstration in the Russellville Depot. Contact her if you can help.

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.

TEXAS – UNION PACIFIC - To abandon the remaining portion of the Columbia Tap Industrial Lead, extending from milepost .064 near Walker and Palmer Streets to milepost 1.54 near Trulley and Velasco Streets in Houston, Harris County, TX, a distance of .90 miles. A final decision will be issued by January 9, 2004. (STB Docket No. AB-33 (Sub-No. 203X, decided October 3, served October 10, 2003)

WYOMING – WYOMING AND COLORADO RAILROAD COMPANY, INC. - To abandon a 1.12-mile line of railroad extending from milepost 0.19 to milepost 1.31 in the City of Laramie, Albany County, WY. Effective on November 12, 2003. (STB Docket No. AB-307 (Sub-No. 4X), decided October 3, served October 10, 2003)

KENTUCKY – PADUCAH & LOUISVILLE RAILWAY, INC. - To abandon a 4.81-mile line of railroad between milepost J-159.6, near Ilsley, and milepost J-164.41, near Dawson Springs, in Hopkins County, KY. Effective November 12, 2003. (STB Docket No. AB-468 (Sub-No. 6X, decided October 3, served October 10, 2003)

CALIFORNIA – UNION PACIFIC - To discontinue trackage rights over a 13.1-mile line of railroad (the Seaside Industrial Lead) owned by the Transportation Agency for Monterey County (TAMC) extending from milepost 110.2 near Castroville, CA, to the end of the line at milepost 123.3, near Seaside, CA, in Monterey County, CA. According to UP, the line has been sold to TAMC effective September 12, 2003. UP states that, in accordance with the terms of the sale, UP reserved trackage rights for freight operations over the line. UP states that it no longer has any need to maintain the reserved trackage rights for freight operations and therefore is proposing discontinuance of those rights. While the terms of the September 12 sale are not altogether clear from the filings made by the parties to that sale in either the present proceeding or in STB Finance Docket No. 34405, the fact that UP has couched its proposal as a discontinuance and not an abandonment would indicate that UP takes the position that a freight common carrier obligation was conveyed to TAMC as part of the September 12 sale. effective on November 11, 2003. (STB Docket No. AB-33 (Sub-No. 157X), decided October 6, served October 10, 2003)

LOUISIANA - THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY - To abandon approximately 1.28 miles of railroad between milepost 1.22-NT and milepost 2.50-NT, in New Orleans, LA. AGS is a wholly owned subsidiary of Norfolk Southern Railway Company. Effective on November 13, 2003. (STB Docket No. AB-290 (Sub-No. 239X, decided October 3, served October 14, 2003)

- PENNSYLVANIA – ALMONO LP** - To abandon its entire line of railroad extending between the plant of shipper MetalTech on the north side of the Monongahela River and an interchange point with CSX Transportation, Inc. (CSXT) north of CSXT's Glenwood Yard in Hazelwood, Allegheny County, PA, a distance of approximately 2 miles.¹¹ Almono states that the line does not have milepost designations. A final decision will be issued by January 13, 2004. (STB Docket No. AB-842X, decided October 8, served October 15, 2003)
- OHIO – WHEELING & LAKE ERIE RAILWAY CO.** – To acquire the rail freight operating easement of CSX Transportation Inc. (CSXT) over a 17.77-mile rail line between approximately milepost 15.93 at Canton, OH, and approximately milepost 33.70 at Krumroy, OH (the Canton Line), owned by Metro Regional Transit Authority (METRO). Effective November 9, 2003. (STB Finance Docket No. 34341, decided October 8, served October 16, 2003)
- ILLINOIS – CSX** - To abandon an approximately 5.9-mile line of railroad, in CSXT's Western Region, Chicago Division, Woodland Subdivision, extending from milepost OZE 107.1 at Rossville Junction to milepost OZE 113.0 at Henning, in Vermillion County, IL. A final decision will be issued by January 16, 2004. (STB Docket No. AB-55 (Sub-No. 642X, decided October 8, served October 17, 2003)
- PENNSYLVANIA – CSX** - To discontinue service over an approximately 11.2-mile line of railroad, extending between milepost BG 7.2 at Glenshaw and milepost BG 18.4 at Bakerstown, in Allegheny, County, PA. effective on November 18, 2003. (STB Docket No. AB-55 (Sub-No. 644X, decided October 8, served October 17, 2003)
- MAINE – WATERLOO RAILWAY CO. – VAN BUREN BRIDGE COMPANY** - Seeking: (a) In STB Docket No. AB-279 (Sub-No. 3), the adverse (involuntary) discontinuance of certain trackage rights acquired by the Canadian National Railway Company (CN) from BAR and its wholly owned subsidiary, the Van Buren Bridge Company; and (b) in STB Finance Docket No. AB-124 (Sub-No. 2), the adverse (involuntary) abandonment of the operating easement acquired by a CN subsidiary, the Waterloo Railway Company (Waterloo), over the same lines.¹² The lines run between Madawaska, ME, and the Canadian border, and serve a mill owned by Fraser Papers Inc. (Fraser) at Madawaska, ME. The lines are now owned by the Montreal, Maine & Atlantic Railway, Ltd. (MMA), which purchased them from the estate of the bankrupt BAR on January 9, 2003. All comments or protests must be filed by November 20, 2003. (STB Docket Nos. AB-124 (Sub-No. 2) and AB-279 (Sub-No. 3, decided October 17, served October 24, 2003)
- CALIFORNIA - SAN BERNARDINO ASSOCIATED GOVERNMENTS** - To abandon any residual common carrier obligation on a 1.92-mile line of railroad, formerly operated by The Burlington Northern and Santa Fe Railway Company (BNSF), between milepost 9.48 and milepost 11.40 in Redlands, San Bernardino County, CA. Effective on November 26, 2003. [STB Docket No. AB-416 (Sub-No. 3X, decided October 20, served October 27, 2003)
- SOUTH CAROLINA – NORFOLK SOUTHERN RAILWAY CO** - To abandon a 2-mile line of railroad between milepost SA-49.0 at Oakwood, SC, and milepost SA-51.0 at Montmorenci, SC, in Aiken County, SC. effective on November 26, 2003. (STB Docket No. AB-290 (Sub-No. 241X, decided October 20, served October 27, 2003)
- MASSACHUSETTS – CONNECTICUT -PROVIDENCE AND WORCESTER RAILROAD CO.** – To abandon a portion of its line of railroad known as the Southbridge Running Track, extending from milepost 0.18, in Webster, MA, to milepost 10.98, in Southbridge, MA, a distance of approximately 10.8 miles, in Worcester County, MA, and Windham County, CT. effective on December 4, 2003. (STB Docket No. AB-254 (Sub-No. 7X, decided October 28, served November 4, 2003)
- COLORADO – GREAT WESTERN RAILWAY OF COLORADO, LLC** - To abandon its Eaton Subdivision located between milepost 30.8 near Windsor, and milepost 42.5 near Eaton, totaling approximately 11.7 miles, in Weld County, CO. Effective on December 10, 2003. (STB Docket No. AB-857X, decided November 3, served November 10, 2003)

ARKANSAS RAIL NEWS

INCREASED UP SPEEDS

(Paragould, Arkansas) - Union Pacific Railroad will begin increasing the speeds of its trains to 60 miles per hour on the rail lines operating through Paragould, effective November 1. Currently, trains operate through Paragould at 40 miles per hour because of track and operating constraints, but UP claims recent track improvements will permit higher speeds. Union Pacific has raised train speeds through several communities following necessary highway/railroad grade crossing signal modifications and found

not only do the trains operate more efficiently, but motorists are not stopped at crossings as long.

A&M/FORT SMITH TROLLEY MUSEUM

(Fort Smith, Arkansas) - Springdale-based A&M wants to run a Sunday afternoon excursion train from Fort Smith to Winslow/Chester in addition to the regular seasonal Van Buren runs. The railroad first approached the Fort Smith Streetcar Restoration

Association, the museum's owner, with an offer to run the train from the Trolley Museum, to install a needed switch and platform, and to buy and renovate the museum's old dining car for that use.

The museum is interested in being an excursion train loading point, but that offer was nixed, said Dr. Art Martin, museum chairman and co-founder. Martin said the museum board doesn't want to part with the donated circa 1950s car for a couple of reasons. He said Union Pacific Railroad donated it to the museum and might be reluctant to donate

other rolling stock if the board sold their gift - and the car is used for children's parties and meetings. Union Pacific had taken out the seats and installed showers and bunks for its crew. The museum removed those, but left the kitchen area where the meetings are held, Martin said. Among proposed A&M renovations, seats would be re-installed. It would make the car unsuitable for children's parties and meetings, Martin said.

From A&M management's perspective, Brown said, "I think their primary concern was that A&M didn't want to invest up to \$70,000 in renovations for a car that didn't belong to them." A&M wanted to renovate the car, paint it to match its own cars and have it available for use at any time, Brown said. Installing a switch and building a platform would probably cost about \$10,000, she said, adding, "We're working on the numbers now and hope to do it next year."

The Trolley Museum, primarily a working museum/Fort Smith Street Car, draws an average 12,000 trolley car riders a year. Not all of them visit the museum, Martin said. Different options being considered now are working out another arrangement with the Trolley Museum or possible running the train out of the National Historic Site's old Frisco Depot downtown. Park Superintendent Bill Black said the Historic Site depot's advantages include being located on A&M's tracks; the depot is a railroad station; and the Historic Site could take down part of a fence, allowing passengers to load from the platform already there. (*Southwest Times Record*, October 27, 2003)

KCS TRAINS DELAYED

(*Gravette, Arkansas*) - Pranks by teenagers on October 29, 2003 near Gravette held up Kansas City Southern trains for almost two hours and resulted in a bomb squad being dispatched from Springdale. Two juveniles have been charged with criminal mischief. The incident caused Gravette Police Chief Trent Morrison to declare that his officers will immediately begin strict enforcement of the city's juvenile curfew. The no-loitering rule in Centennial Park, which has been a

congregating site for teens, will also be enforced. "We've been very liberal and lax, but that is changing immediately," Morrison said.

The accused teens apparently constructed so-called soda-bottle bombs and tossed them near the KCS railroad tracks, where several of the bombs exploded. A nearby resident notified authorities that she had heard at least two explosions. The incident began shortly before 9:45 p.m. Kansas City Southern railroad officials were notified and halted southbound trains in Missouri until the area was clear, shortly after midnight.

ARKANSAS & MISSOURI BOOMING

(*Springdale, Arkansas*) - Officials of the Arkansas & Missouri, based at Springdale, said carload shipments jumped 119 percent between 1999 and the close of 2002. Company officials say they think the growth will allow the company to reach Class 2 status -- railroads with revenues of more than \$20 million a year -- within the next few years. Analysts say railroad freight rates are typically 25 percent to 40 percent lower than those for over-the-road truckload shipments. Counting farm commodities and sand used in construction and grain for Northwest Arkansas poultry industry, shipments on the Arkansas & Missouri grow from 21,000 carloads in 1999 to more than 46,000 carloads in 2002. Last year alone, the Arkansas & Missouri Railroad hauled more than 6,000 carloads of sand from Van Buren to northwest Arkansas. Much of the sand was used in the region's housing and construction boom. The Arkansas & Missouri Railroad interchanges freight with Burlington Northern Santa Fe at Monett, Union Pacific at Van Buren and Kansas City Southern in Fort Smith.

ARKANSAS MIDLAND CHRISTMAS TRAIN

(*Malvern*) - The Arkansas Midland will run its annual Christmas train December 6th. I don't have any further details, but you can call or write them to find out the route and time: Arkansas Midland, 314 Reynolds Road, Building 41, Malvern, AR 72104, Telephone:

(501) 844-4444, E-mail: information@arkmidr.com

BALD KNOB MOPAC DEPOT

Mark Silverberg of One Track Mind Hobbies in Little Rock mentioned at the November club meeting that the Bald Knob MoPac depot has been obtained by Arkansas Traveler Hobby Shop in Pine Bluff for possible use as a hobby shop. Plans are to renovate the depot to look like it did originally. Good luck.

PRESCOTT DEPOT OPEN

(*Prescott, Arkansas*) - There have been reports that the Prescott Missouri Pacific Depot was demolished years ago. However, not only is it still in its original place in Prescott, but it was renovated a few years ago and is now a museum, open to the public (dedication was August 15, 2003). Visit it and watch the busy UP line as you do.

The Nevada County Depot and Museum is located in the restored and renovated 1912 MoPac Railroad Depot in Prescott, Arkansas. It houses thousands of artifacts, documents and photographs. Hours are Monday 9-12/1-5, Tuesday 9-12/1-5, Thursday 1-8, Friday 9-12/1-5, Saturday 9-12/1-5, Sunday 1-4.

The "Exhibit Hall" is on the north end of the building, where the railroad waiting rooms and ticket areas were located. Exhibits include a presentation on the Louisiana Purchase of April 1803, Indian pottery, information about early settlements and settlers of Nevada County, and various collections pertaining to the Civil War, agriculture and railroads, electric meters, and fire fighting equipment. Visitors will find the displays and exhibits clean, uncluttered, documented, and easy to view. While some exhibits are permanent, others rotate for a period of months.

The "Research and Meeting Room" made possible by the renovation and a previous contribution almost doubles our space. This room is the former freight storage room on the south end of the building. It currently has exhibits on Governor Thomas McRae and the McRae Schools. Eventually, with the help of volunteers and a lot of time, effort, and money, this room will make

public the "John Teeter Special Collections" of documents, photographs, and newspapers. Much of our collection requires extensive work and several thousand dollars of funding to properly preserve, so please let us know if you would like to help. Our address is: 400 West First Street South, Prescott AR 71857.

CHOCTAW STATION ORNAMENT

(Little Rock) - The renovated Choctaw-Rock Island railroad station that will house the Clinton Library's school of public service will be on this year's

Clinton library commemorative Christmas ornament. The ornament will be sold to library supporters for \$35. The station is being renamed Sturgis Hall. The station, on its original site, used to serve many Rock Island passenger trains in years past, but is now all that is left in that area related to railroads – everything else around there is now part of the \$160 million Clinton Presidential Library being constructed.

Portions of the sidewalk bricks removed during the station's renovation were crushed and combined with resin to produce the tile-like depiction on the

gold-plated ornament. They wanted to focus on the main building in the first ornament.

The ornaments will be on sale for only \$20 at the Cox Creative Center, 120 Commerce Street in Little Rock, beginning November 24 as part of a Clinton Library Preview Exhibit (November 24, 2003 through January 3, 2004). The ornaments can be ordered in advance for \$35 (which includes a donation to the foundation and shipping) via the internet, www.clintonpresidentialcenter.com

GENERAL RAIL NEWS

BNSF PUSHES NEW ILLINOIS CORRIDOR

(Galesburg, Illinois) - BNSF officials said Galesburg would anchor a proposed Illinois Route 34 rail corridor project aimed at attracting Fortune 1000 companies in need of Midwestern rail service. The railroad has pitched a cooperative marketing agreement to nine communities along Route 34, with the railroad footing about a third of the costs. With one of BNSF's largest classification yards already in Galesburg, and the community's development of a 350-acre rail-accessible logistics park, the area is a natural southern anchor for distribution along the route that would continue west to the Mississippi River. The Chicago-area anchor would be based in Joliet. With layoffs at many manufacturers in the area and the pending closure of Maytag in 2004, Galesburg has been working to create the logistics park and promote the city as a regional distribution and logistics center. (Peoria Journal Star November 1, 2003 sent in by Jim Johnson – Jim added that he grew up in Peoria and was a switchman for the CB&Q at Peoria Yard, but he started railroad work at Galesburg)

GOOD, SAFE ADVICE

"We never have seen anyone walking in the passing lane on I-70. That's no surprise. It would be foolish to be walking in the path of vehicles weighing

3,000 pounds traveling at high speeds. Why then do people continue walking on railroad tracks where locomotives weighing 350,000 pounds travel at high speeds? The answer, we suspect, is that people think they will hear the train approach and get out of its way. If that were true, however, why have seven Missouri pedestrians been killed by trains so far this year? The correct answer is that people on the tracks don't always hear or see a train approach. And even if they do, they may trip and fall on the uneven surface of ties and rails. Or they may find themselves trapped on a trestle or in a tunnel with limited room to

flee.



Consider these facts: A train is larger than you. A freight train may have multiple locomotives, each weighing 175 tons, pulling dozens of loaded box cars or hoppers. That puts your weight up against the heaviest moving mass on land ever created.

A train can't stop for you. Even if an engineer is on a straight-away, sees you and immediately applies the brakes, an average freight train traveling at 55 mph needs 18 football fields, more than a mile, to stop.

You can't outrun a train. World-class sprinters top out at about 28 mph, no match for the average speed of a train. A train can't steer out of your way. Unlike a motorist, who may I be able to veer

and avoid a pedestrian, a train goes where the track takes it. You wouldn't put yourself in the path of a speeding car so why put yourself in the path of tons of metal that cannot stop quickly or avoid hitting you? Keep off the tracks." (Editorial in the October 1, 2003 Jefferson City News Tribune, sent in by Jim Johnson, editor of 'Missouri Crossings,' Missouri Operation Lifesaver, Inc.)

WIND BLOWS RAILCARS OFF TRESTLE

(East Glacier, Montana) – On October 28, strong winds pushed over 25 cars of a westbound freight train as it crossed a trestle near East Glacier, closing Burlington Northern Santa Fe Railway's main Hi-Line route across the state for much of the day. Strong canyon winds always occur there and has resulted in derailments in past years. The cars were relatively light intermodal cars.

LOUISIANA STEAM TRAIN DELAYED

From the Louisiana Steam Train Association, 727 Washington Avenue New Orleans, LA 70130 dated October 8, 2003, comes the following announcement:

"Dear Members and Friends of LASTA,

With great sadness, I must announce that due to cost overruns associated with the restoration of SP #745's boiler and firebox, the engine will not be ready for

our proposed statewide tour beginning in November, 2003. The performance bond people and Jefferson Parish are working with Gregg Dodd to complete the engine.

Though disappointed, we are encouraged by the show of support from all involved. The Louisiana Department of Culture, Recreation and Tourism wants the tour to happen, as does each of the towns having proposed stops. Our donors continue to support us!

All the class I railroads have expressed support for a later trip keeping the terms agreed to in our August 5th meeting in New Orleans. Our volunteers have all remained committed to seeing this project through. We are very appreciative of everyone's understanding of how important this is for our state!

We are going to make the best of it and not give up! After brainstorming, we decided to rename our project "The Louisiana Purchase & Lewis and Clark Bicentennial Train." Our current plans are to have our exhibit coaches present for the reenactment ceremonies in the French Quarter on December 20th, 2003. Some time in the spring of 2004, our engine SP #745 will be ready to pull the exhibit train around the state. We are also looking into the suggestion of being an "ambassador train" from Louisiana and travel through the mid west to Kansas, and maybe even to Missouri for the Lewis and Clark bicentennial celebration.

Those of you that have followed our journey of restoring this wonderful piece of history will remember the many setbacks we have experienced and have overcome. Visit the Archives of our newsletter at: <http://www.lasta.org> for short review of those challenging times. We will again rise to the occasion and maybe even make lemonade out of lemons! Again...your support on all fronts (physical, financial, emotional and spiritual) is much needed to sustain our efforts and sanity!

The next newsletter and our website will keep you current. Thanks so much!

Sincerely, Bruce A. Brown, Board President"

BRITRAIL MAINTENEANCE NO LONGER PRIVATE

(London) - Network Rail, the not-for-profit firm which runs Britain's rail infrastructure, announced it would take control of all maintenance contracts currently in the hands of private companies. Rail unions hailed Friday's decision, claiming it was a huge step towards re-nationalizing the railways, a suggestion dismissed by the government. Rail unions hailed the move. Bob Crow, general secretary of the Rail, Maritime and Transport union, said: "This is a major step towards the complete re-nationalization of the railways, which the RMT has been campaigning for over the last decade." Railtrack, which had run Britain's rail infrastructure since British Rail was privatized in 1996, was put into receivership in 2001.

PASSENGER STUCK IN TOILET

(New York) - On October 31, a man trying to fish out his cell phone from a commuter train toilet got his arm stuck, forcing the train to stop and causing delays throughout the rail system. Thousands of commuters were delayed and several trains were rerouted while rescue workers tried to pull him out. The passenger dropped his cell phone in the toilet of his Mount Vernon-bound train shortly after it left Grand Central Terminal during rush hour. The train was held at a station after a passenger heard Gallart's cries for help.

When train workers failed to pry Gallart's arm free, police officers and firefighters were called in to use a blowtorch to break apart the stainless steel toilet. Meantime, all 600 passengers aboard the train were put on other trains and all northbound trains had to be rerouted, causing significant delays and thousands of dollars in additional costs for Metro-North, which might seek damages from Gallart, Brucker said.

WORLD TRADE CENTER STATION

(New York City) - For the first time since Sept. 11, 2001, PATH trains will run from New Jersey to Lower Manhattan on Nov. 23, when the temporary Ground Zero station opens. The \$323 million (a third of Amtrak's annual budget!) temporary PATH station will be the first public space reopened at

Ground Zero. The same eight-car train that was the last to pick up passengers and leave the World Trade Center station on 9/11/2001 will be used. Officials expect more than 50,000 passengers a day eventually will use the new PATH station. The station will remain the "World Trade Center" stop. (Thanks to Ray Dunbar)

HUNTERS AND RAILROADS

(South Dakota) - With pheasant season open and many big game seasons right around the corner, Dakota, Minnesota and Eastern (DM&E) Railroad officials remind hunters that their railroad rights-of-way are closed to hunting, and extreme caution is urged when hunting or retrieving downed game near these areas. "Hunters, concentrating on the pursuit of game, many times do not observe trains as they approach railroad crossings," the railroad said. (October 31, 2003)

IRAN RAILROAD TO BE HONORED

(Tehran, Iran) - On November 4, 2003, the director of the Office of Cultural Heritage for Iran's northern province Mazandaran, Soheila Rajae Alavi says that in order to appreciate the unnamed workers and officials who endeavored to establish the Tehran-North railroad and to further safeguard this national asset, the Tehran-North railroad from PoleSefid to Gadouk with all its related facilities, will be registered as a national heritage. (Isn't this one of the railroads Bill Church worked on while serving in World War II?) This railroad is considered a masterpiece which links the Caspian Sea to the Persian Gulf and has been in operation for over 70 years. The railroad was inaugurated in 1936 by Iran's Reza Shah (the father of Mohammad Reza Shah who was deposed by the Islamic Revolution in 1979) with the arrival of the first train from the Caspian Banadar Turkman port to the city of Tehran. The railroad is 309 miles long, has 31 stations and more than 55 tunnels, the most famous of which is the Gadouk Tunnel with a length of 1.8 miles. The most well known bridge out of the 20 bridges of the railroad is the beautiful

Veresk Bridge.

HOUSTON PASSES LIGHT RAIL

(Houston, Texas) – By a narrow margin, voters resisted a multimillion-dollar campaign to reject rail expansion and approved Metro's ambitious \$7.5 billion regional transit plan. The next step for Metro is to obtain federal matching funds. U.S. Rep. John Culberson and fellow rail critic House Majority Leader Tom DeLay vowed during the campaign to fight for federal dollars on behalf of Metro if voters endorsed the plan. Voters approved a \$640 million bond issue to accelerate construction of the next 22 miles of light rail, and extensions to the 7 1/2-mile Main Street line nearing completion between downtown and Reliant Park. They also authorized 44 new bus routes, a doubling of HOV lanes, and extending Metro's participation in local road projects for another five years.

The region is the only one of the top 10 populated U.S. metropolitan areas without rail, a topic that has been debated dating back to a 1973 failed rapid-transit referendum. Houston boomed as a car-oriented city but is now the place in America where residents drive the most miles per capita per day, pay the third highest transportation costs per family, breathe some of the most polluted air, and endure traffic congestion ranking in the top 15.

MILLIONS OF TIES

With nearly 930 million railroad cross-ties in service in the U.S., 15 million require renewal or replacement every year. In a study sponsored by the Federal Railroad Administration (FRA), researchers at West Virginia University investigated the benefits of wrapping creosote-treated wooden railroad cross-ties with E-glass fiberglass fabric wet out with phenolic resin, as a low-cost method to increase used tie stiffness and durability, without replacement. Test results have shown that a wrapped, full-scale cross-tie is up to 35 percent stronger and 14 percent stiffer than unwrapped ties. The wrapped ties also have better

damping capability and higher load capacity than standard ties. Chamrathy estimates that under production conditions, ties could be rehabilitated at \$20 each, compared to the cost of a new tie at about \$35.

NEW TENNESSEE EXCURSIONS?

A portion of the Old Line Railroad could be used for sightseeing excursions as soon as this spring thanks to an agreement with the Tennessee Valley Authority. The excursions will follow 13 miles of rehabilitated railroad track between the community of Wetmore, six miles south of Etowah, and Appalachia Powerhouse on the Hiwassee River. TVA wants to restore this section of the Old Line so it can haul construction equipment needed to upgrade two generators at Appalachia Powerhouse.

Linda Caldwell, executive director of the Tennessee Overhill Heritage Association, said TVA's decision to maintain the 13-mile section of track for the next several years eliminates a major expense and makes running sightseeing excursions much more feasible. The Tennessee Overhill Heritage Association is the interim owner of the Old Line Railroad, which runs 43 miles through the Hiwassee River gorge between Etowah and Copperhill. Built in 1890 by Knoxville Southern Railroad, the Old Line served as a vital link to Polk County's copper mines. In 2000, CSX, then the rail's owner, filed for abandonment after the line's last customer halted the production of sulfuric acid at its Copperhill plant.

The city of Etowah will sponsor the travel excursions along the Old Line. The 26-mile round trip from Wetmore to Appalachia Powerhouse will take about three hours, and much of the route will parallel the Hiwassee River in the Cherokee National Forest.

LAST OPERATING TOWER IN TEXAS

(Rosenberg, Texas) – Tower 17 in Rosenberg, Texas is going to be closed by the first part of January 2004. This tower is one of the last two remaining

operating towers in Texas (the Galveston lift bridge tower will be the last operating tower in Texas after this). Union Pacific was installing a new interlocker control building in early November that will replace Tower 17. The signal people are going to have to replace all switches and possibly the signals as well that are controlled by the manned tower because they are not compatible with the current computer control system.

The good news out of all this is the fact that the tower will NOT be torn down. In fact, UP will be moving it a few blocks east to the Rosenberg Railroad Museum, where they have already measured for the concrete base. The tower's exact age isn't known, but it's believed to have been in service since 1900 or so. (*Bill Waldrop of Houston, Texas and Don Harper of Galveston*)

TRAIN TO MEXICO?

(Arizona) – *Inside Tucson Business* said in November that the Tucson-Mexico Trade Office is quietly winning support for a bi-national passenger train line from Tucson to Copper Canyon in northern Mexico. The proposed rail service would be the only passenger line in the country to cross international borders without stopping. Lobbyists from Arizona and Mexico are working with customs agencies on both sides of the border to get permission for passenger trains to cross the Arizona-Sonora border. The Tucson-Mexico Trade Office said it would cost less than \$5 million in investments to get a rail spur from Tucson's downtown depot to the existing rail line in about one year's time. Copper Canyon has only been accessible to tourists since 1961, when a rail line from Los Mochis to Chihuahua was built. Tucson would become one of two tourism hubs to have the attraction. The other would be in Sonora.

It will make Tucson unique because it will be the only place where you can catch a train to travel into another country.

AMTRAK NEWS

AMTRAK RIDERSHIP UP

A record 24 million passengers rode Amtrak last year, 2.7 percent more than in 2002. Amtrak said that the increase was due to lower fares, more trains and improved services such as new menus. The biggest increases were in the West, where ridership grew by 6.6 percent, and on such long-distance trains as the Philadelphia-Chicago Pennsylvanian, which was up 64 percent, and the Chicago-San-Antonio Texas Eagle, which was up 20 percent.

HEARTLAND FLYER DOING GREAT

Amtrak's *Heartland Flyer* that runs between Fort Worth, Texas and Oklahoma City, had a 37.2 percent increase in ridership in September compared to September 2002 and is steadily increasing. Plenty of entertaining events occur onboard the *Heartland Flyer*. On Oct. 25, a haunted Halloween train was run with a costume contest, creepy music and route-specific ghost stories being told. A palm reader was even onboard. Wine tasting trips are scheduled and the first trip for Seniors Club members will be to WinStar Casino sometime this year. On Dec. 13, Santa and his elves will be on the train and children will have the opportunity to have their photos taken with Santa. Santa will pass out candy to kids along the route. This is the first planned trip for the Kids Club members. Information about how to join the Seniors Club and Kids Club is available on the Heartland Flyer Web site at www.heartlandflyer.com. Also in the works, a Mardi Gras train will run on Fat Tuesday in 2004 with Dixieland music onboard.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

TENNESSEE – EXCURSIONS NATIONWIDE – Southern Appalachia Railway Museum, PO Box 5870, Knoxville TN 37928, runs rare-mileage train excursions nationwide and on a regular basis operates the Secret City Scenic Excursion between the former K-25 Manhattan Project facility plant to the community of Blair, Tennessee. You can contact them by calling 865-241-2140 or go their website at www.southernappalachia.railway.museum Membership is \$30 for the first year and \$20 a year thereafter.

ARKANSAS – CONWAY – The Central Arkansas Model Railroad Club meets monthly on the first Monday of the month, usually at the Faulkner County Library, 1900 Tyler St, in Conway, Arkansas in the large meeting room on the left side of the library. Time is 7:00 p.m. on those Mondays. Programs vary, but include videos, layouts, general train talk, seminars, etc.

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.



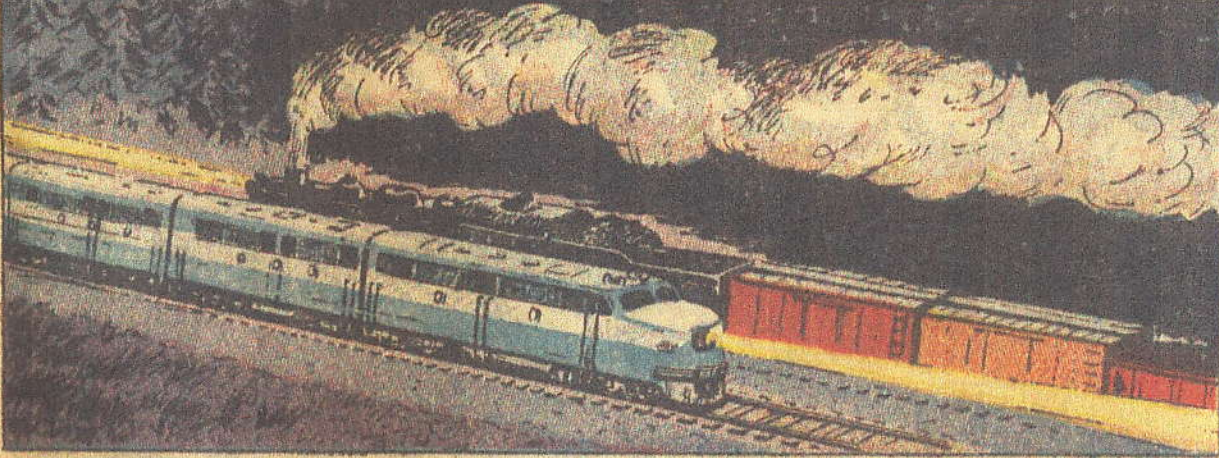
BNSF Officer's Special (O CSYDAL1 11) at Dallas Union Station, Veteran's Day – November 11, 2003. The train's consist: BNSF 7316 – Locomotive; BNSF 66 - *Cajon Pass* – Sleeper; BNSF 4 - *Missouri River* - Business Car; BNSF 7 - *Santa Fe* - Business Car; BNSF 32 - *William B. Strong* - Track Inspection Car. (David H. Gaines photo)



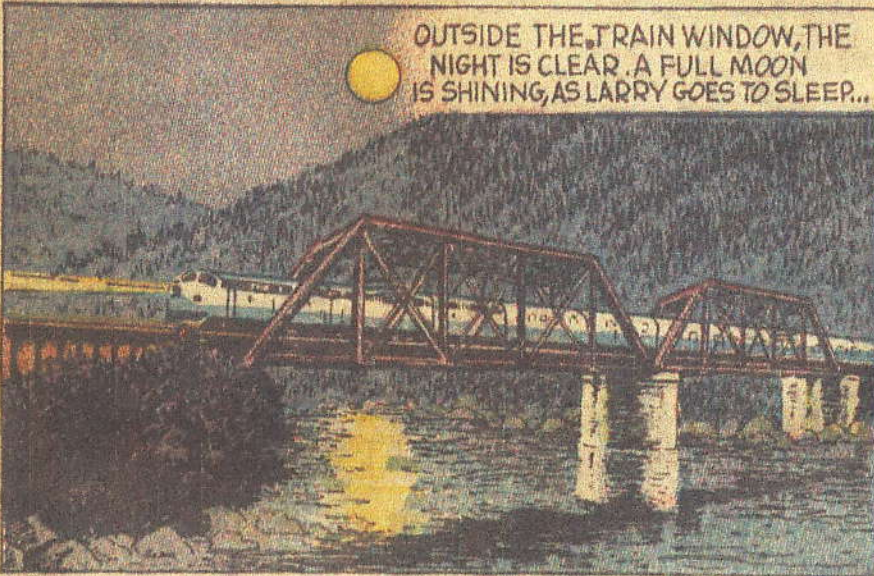
View from the Fordyce, Arkansas Tower on a winter day in the 1940s showing a Cotton Belt troop train heading west (south). What better way to way **HAPPY HOLIDAYS!** (P. B. Wooldridge photo)

ARKANSAS RAILROADER – Little Rock Chapter NRHS – **MERRY CHRISTMAS**

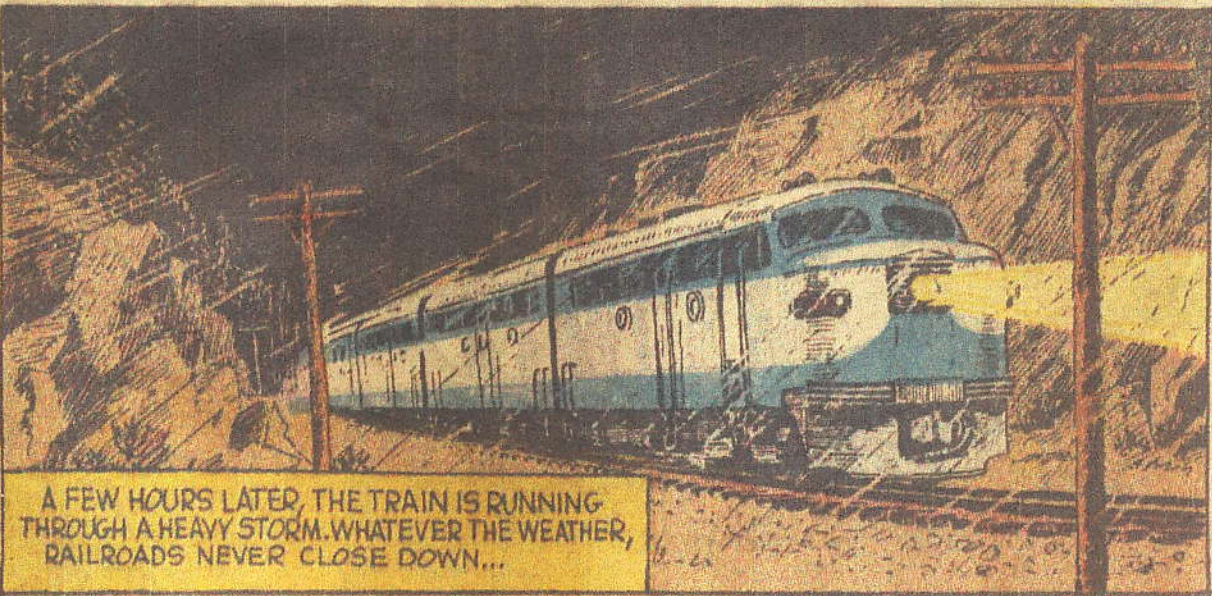
...SO THAT TRAINS "MEET" AND "PASS" WITHOUT DELAY (EVEN ON SINGLE-TRACK LINE), THE ENGINEERS RECEIVING THEIR ORDERS BY SIGNAL INDICATION.



OUTSIDE THE TRAIN WINDOW, THE NIGHT IS CLEAR. A FULL MOON IS SHINING, AS LARRY GOES TO SLEEP..



...BUT UP AHEAD THE WEATHER IS CHANGING.



A FEW HOURS LATER, THE TRAIN IS RUNNING THROUGH A HEAVY STORM. WHATEVER THE WEATHER, RAILROADS NEVER CLOSE DOWN...



C&S Narrow Gauge #65, 2-8-0 on a 3-car westbound freight on the Clear Creek Line near Idaho Springs, Colorado, July 22, 1938. (C.S. Ost photo)

