



# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

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Ex-NAP 40 on Yancey RR (note boy "hand sander") near Micaville, North Carolina, June 21, 1982. (*Peter Smykla, Jr photo – Peter will be giving the February program of the Arkansas Railroad Club on his photos taken in 2002.*)

### 2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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

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

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1<sup>st</sup> 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](mailto:trains@trainweather.com) The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

**THE NEXT MEETING** of the Arkansas Railroad Club will be Sunday, February 9, 2003 at 2 p.m. at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock (just a few blocks off Markham Street). The February program will be presented by **Peter Smykla, Jr.** on his railroad photography during the past year or so, including scenes of railroad in Ecuador. As always, there will be snacks and drinks available and the public is invited.

Future programs lined up by our Vice President Russell Tedder include: John C Jones in April, Mike Condren in May, and our annual outing at Peter Smykla's Paperton Junction Southern Railroad in Pine Bluff in September.

**BIG TURNOUT** – There was a big turnout at our January 12 meeting. A total of 33 were in attendance, and considering it snowed during the event, it's even more gratifying. We welcomed potential members Rusty Reid and Jim Kates and new member Mark Silverberg. Also present after a few months absence was Gene Hull and present after a few decades absence J Harlan Wilson, a charter member and first president of the Arkansas Railroad Club (does anyone have his current address? I'd like to send him a couple of newsletters and try to get him to rejoin after all these years).



Photos showing the large crowd. On the right photo, left to right are: Gene Hull, Walter Walker, J Harlan Wilson and our program presenter of the day Dan Pennington.

Visitor Jim Kates mentioned that the city of Ola, Arkansas had no interest or money to do anything with the Rock Island depot there and that it was in dire condition in case anyone would be interested in trying to preserve it. Bill Bailey and Peter Smykla talked about the status of the Arkansas Railroad Museum property in Pine Bluff. And there were lots of other conversations and interesting railroad lore. Official minutes of the Arkansas Railroad Club will be published as received.

**NATIONAL REGISTER NOMINATION** forms have been filled out and filed for the Malvern Hot Springs Railroad Narrow Gauge Roundhouse by Ken Ziegenbein and Bill Pollard. Everything now awaits an April meeting of the State Review Board to determine if it's eligible. This roundhouse is the only complete railroad roundhouse still remaining in Arkansas – it was built in 1887 of brick from a quarry north of Malvern and has been used as a general storage facility since about 1904.

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

**2003 DUES ARE DUE** - The 2003 dues for the Arkansas Railroad Club are due. Please get them in as soon as you can. Dues are \$20 club-only, \$40 local and NRHS. To: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. I put in renewal forms in the January issue.

**CHARTER MEMBER BOGARD RETIRES** – Charter Arkansas Railroad Club member Judge David Bogard was honored, along with 3 other Circuit Judges, at a retirement reception December 19, 2002. Mr. Bogard says he plans “to ride every passenger train in the country.” (*Thanks to Randy Tardy*)

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

**WANTED AND FOR SALE** – I am looking for information or a link to a site that would have information about a train wreck in Arkansas in 1912. There was a railroad lawyer who seemed to have been very well thought of in this wreck who was killed named Ed. B. Pierce. I think he worked for either the Rock Island or the Frisco Lines. The train wreck killed others in the wreck who are also listed, but the information, pictures, letters, etc, pertains to one Mr. Ed. B. Pierce. I have a leather bound book with hundreds of original Western Union Telegrams, note, letters, and calling card, signatures, etc from rail road men all over the nation who are expressing regrets at the death of a railroad man who died in a train wreck in Arkansas in 1912. Signed letters and Western Union posts just to name a few are from: Bigelow Bros. & Walker Co., George E McCaughan, Northern Pacific Railway Company, Rock Island Lines, Jephtha H. Evans, Judge 19th Circuit, Arkansas, Illinois Central Railroad Company, Supreme Court, State of Arkansas, District Court of the United States, Western District of Arkansas, Louisville Nashville Railroad Company, Grand Central Terminal, NY.

This list does not include the 125 Telegrams from people all over the United States to the family about the death. There also is three (3) photos showing the family, and one of the man in his railroad office behind his desk. This is an old leather bound book (leather is in bad condition) that also includes the burial service program, and a list of what all the guests who attended the service provided such as flowers, etc.



**I would be interested in finding out who would be interested in buying this book.** I bought it about 28 years ago at auction and have had it in my collection. I am now needing to raise capitol and I am selling my collection. This is the only item that I have that is of concern to most railroad collectors. Thank you for your consideration. (Newt Livesay, [livesayn@tcainternet.com](mailto:livesayn@tcainternet.com))

**WANTED** – Does anyone want to buy a 1927 Santa Fe Pullman lower berth/seat set with end panels, lights, and porter's table? These are in original red Santa Fe upholstery. They are from the Santa Fe car Dell Lake. I also have two or three Manitou & Pike's Peak Cog Ry seats from car No. 9. These seats have their original upholstery and are built to sit level on a 16% grade. They have backs that move forward and back, depending on the direction of travel. Any suggestions who I might contact? Email me ([galloping\\_goose@prodigy.net](mailto:galloping_goose@prodigy.net)) or phone 1-303-425-3586. (Sig Benson, Denver, Colorado)

**WANTED** – An 8x10 (or any size) COLOR photo of the Stuttgart depot. Contact Bill Bailey, 8318 Reymere Drive, Little Rock AR 72227-3944, 501-224-6828.

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

## RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

**VIRGINIA – NORFOLK SOUTHERN** – To abandon a 6.4-mile line of railroad between milepost DC-16.6 at Wyatt and milepost DC-23.0 at Jewell Valley, in Buchanan County, VA. Effective on January 4, 2003. (STB Docket No. AB-290 Sub-No. 214X, decided November 26, served December 5, 2002)

**CALIFORNIA – UNION PACIFIC** – To abandon a portion of the San Jose Industrial Lead from milepost 19.60 near Valbrick to milepost 22.45 near Cahill, a distance of 2.85 miles in Santa Clara County, CA. A final decision will be issued by March 7, 2003. (STB Docket No. AB-33 Sub-No. 197X, decided December 2, served December 9, 2002)

**NEBRASKA – BNSF** – To abandon a 10.8-mile line of railroad between milepost 127.83, near Reynolds, and milepost 117.03, near Endicott, in Jefferson County, NE (line). Effective on January 9, 2003. (STB Docket No. AB-6 Sub-No. 399X, decided November 26, served December 10, 2002)

**CALIFORNIA – UNION PACIFIC** – To abandon a 1.40-mile line of railroad, known as the Ninth Street Electric Industrial Lead, from milepost 0.00 (south of Powell Street) in Emeryville to milepost 1.40 at the end of the line (north of Heinz Avenue) in Berkeley, Alameda County, CA. A final decision will be issued by March 12, 2003. ([STB Docket No. AB-33 Sub-No. 198X, decided December 4, served December 12, 2002)

**CALIFORNIA – BNSF** – To abandon a 1.92-mile line of railroad between milepost 9.48 and milepost 11.40 in Redlands, San Bernardino County, CA. Effective on January 11, 2003. (STB Docket No. AB-6 Sub-No. 398X, decided December 4, served December 12, 2002)

**NORTH DAKOTA – CHS HOLDINGS** – To abandon its entire line of railroad extending from milepost 177.44 to the end of the line at milepost 179.55, a distance of 2.11 miles, in Pembina County, ND. A final decision will be issued by March 14, 2003. (STB Docket No. AB-845X, decided December 5, served December 13, 2002)

**NEW YORK – CANADIAN NATIONAL** - To discontinue trackage rights over a 0.15-mile portion of trackage owned by Canada Southern Railway Company (CSR) from a point on the international railway bridge at Niagara Falls, milepost 0.15, to a point where the trackage joins the CSX Transportation, Inc. trackage, milepost 0.0, in Niagara County, NY. Effective on January 14, 2003. (STB Docket No. AB-279 Sub-No. 4X, decided December 5, served December 13, 2002)

**MISSISSIPPI – ILLINOIS CENTRAL** – To abandon a rail line known as Central District Trackage, extending from milepost MH 0.66 to milepost MH 3.06, a distance of 2.4 miles, in Forrest County, MS. A final decision will be issued by March 28, 2003. (STB Docket No. AB-43 Sub-No. 173X, decided December 23, served December 30, 2002)

## ARKANSAS RAIL NEWS

### GENERAL RAIL NEWS

#### RAILROAD MERIT BADGE

*(Chicago area)* - The Boy Scouts organization, in partnership with the Chicagoland Lionel Railroad Club and the Burlington Northern Santa Fe Railroad, is planning a Railroad Merit Badge Camporee for more than 350 area scouts April 25 to 27 in Burlington, Illinois. Activities planned for that weekend include tours of the BNSF shops, operating scale-model trains and fireworks.

#### KATY TRAIL THROUGH DALLAS

*(Dallas, Texas 12/29/2002)* - The Katy Trail is one of Dallas' great success stories. It is located on a 2.5-mile stretch of asphalt that runs on the old Katy Railroad right-of-way through Dallas' suburbs. 1,600 people show up daily to exercise, stroll or simply enjoy being outdoors on this path. The Friends of the Katy Trail and other supporters see the 2-year-old path, which follows the old M-K-T Railroad right of way from Reverchon Park to Knox Street, as only the first phase of a jogging and hiking trail that will extend from the American Airlines Center to White Rock Lake. There is money to light about a mile of the trail for use at night. Financial supporters need to extend the lights the length of the trail, for safety's sake as well as aesthetics. You may contact the Friends of the Katy Trail at 214-303-1180. *(Dallas Morning News)*

#### CROSSING SAFETY

Each year, more than 450 people are killed and nearly 500 injured as a result of dangerous and illegal activities on or near railroad tracks. A veteran engineer in New Mexico, a Mr. Root, says that drivers deciding whether or not to try and beat a train to a crossing make their decision based on how long the train is - do they want to wait for it to pass or not?

From 1996 to 1999, an average of 42 percent of the train-vehicle collisions at road-railroad crossings on Burlington Northern and Santa Fe's (BNSF) system occurred at crossings with active warning devices such as automatic gates or flashing lights. Wandering on or near railroad tracks can be just as dangerous, or even more so, at areas away from road crossings. At railroad crossings, trains are moving at about 30 mph or less. In other areas outside of towns, though, freight trains can get going up to 70 mph, and passenger trains can reach even higher speeds. It can take a freight train up to a mile and a half or more to stop when traveling at 50 mph or more, so anyone walking on a railroad track should keep this in mind. Plus you're walking on PRIVATE property when you do so. The quaint picture of young boys walking along railroad tracks in search of their next adventure isn't really so quaint. Actually, such a scene is illegal. Railroad companies like BNSF own a 100-foot right-of-way along their tracks - 50 feet on either side of the tracks. Anyone venturing inside that area is considered to be trespassing.

Railroad engineers are often the last people to see another person alive if that other person has come onto the tracks or too close to them. Trains overhang the tracks by at least three feet on either side, so injuries and fatalities can occur if a person is close to the tracks, even if not on the tracks. And freight trains do not travel on a predictable schedule, causing them to surprise most people who choose to illegally wander along tracks. "People don't go play on I-25," says Aldeis, a BNSF employee in New Mexico, "but they'll walk down the tracks."

#### SHANGHAI MAGLEV

There was a recent test run of Germany's Maglev high-speed train in Shanghai, China. The train without tracks ran at 260 mph and the trip was considered a success. The Maglev train uses no wheels...it is run by strong magnets that hold it a fraction of an inch above the 'track.' The estimated costs of putting Maglev trains in all of China is about \$25 billion. However, since China's trade profits reached \$35 billion in 2002, they will have the money (as long as we continue to buy goods that are made in China, this profit will continue.) As we know, the U.S. has a trade DEFICIT of billions of dollars, so in essence we're supporting China's transportation systems.

#### CUBA TRIP

*(San Francisco – January 2003)* - More than two dozen members of the Pacific Locomotive Association will travel to Cuba February 28, where American-built steam engines -- some dating back to the early 1900s -- still help bring in the sugar cane harvest. "They have over 100 steam locomotives active during the sugar cane season," said Henry Luna, the group's excursion coordinator. "It's been over 50 years since the U.S. has had anything like this, with all those (steam) locomotives running. It's going to be the one time in my life where I'm going to see what it was like during the golden days of American steam." Visitors to Havana have also marveled at the city's historic architecture. The U.S. trade embargo, instituted in 1961, has further contributed a feeling that time is standing still. Because of the embargo, many Cubans have kept old, made-in-Detroit automobiles running long past their expected lifespans. The same is true of railroad locomotives.

By the time Fidel Castro came to power in 1959, most U.S. railroads had already replaced their coal-burning steam locomotives with less labor-intensive, diesel-burning engines. The transition from steam to diesel was also underway in Cuba. Today, most of the trains on Cuba's nationalized railroad system are pulled by vintage General Motors diesel units and newer Russian-, Czech- and Canadian-made engines. But from January to May in the sweltering sugar cane fields, U.S.-built steam engines imported before the revolution still haul much of the harvest to processing plants. In 1996 there were 331 steam engines at 63 Cuban sugar mills. Most of them -- 225 -- were built to run on standard gauge tracks, while another 76 smaller engines were equipped to run on narrow gauge rails (from the book "Trains of Cuba" by Hungrywolf). But Cuba's sugar cane industry has fallen on hard times, and many of the mills in Hungrywolf's book have since been closed.

The collapse of the Soviet Union also brought an end to Russian sugar subsidies. This year, falling market prices led the government to announce that it would close all but 71 of 156 sugar refineries and move 100,000 workers into other jobs. Uncertainty over the future of the country's sugar cane industry -- and growing expectations that the U.S. trade embargo will be lifted -- has train enthusiasts worried. Trains Unlimited, an organization that runs train excursions around the world, warns in its promotional material that the 2003 sugar cane harvest "will be the last worked by the classic American-built steam locomotives."

The Pacific Locomotive Association rail tour is co-sponsored by Global Humanitas Institute, a nonprofit licensed by the U.S. government to conduct "study trips" to Cuba. The PLA operates the Niles Canyon Railway, a weekend excursion train between Sunol and Fremont, California. The group's vintage diesel and steam engines, along with rolling stock like passenger and freight cars, are painstakingly restored and maintained at the PLA's rail yard in Sunol.

For more information on the Pacific Locomotive Association's Feb. 28 trip to Cuba, contact Henry Luna weekdays at (925) 945-8938. The trip is open to anybody interested in learning more about Cuba's railroads, Luna said, and the \$3,275 cost (double occupancy) includes airfare from San Francisco, meals, lodging, guides and most other expenses.

#### EXTREME COLD IN BALTICS

With a lot of people talking about global warming and saying that our warm winter so far is proof, it's interesting to learn that other parts of the world are having record cold, as of early January. Norway had such extreme cold that it forced the state railroad NSB to cancel many departures, including 11 of 450 routes in and around Oslo. "Extreme and long lasting cold, combined with light, loose snow, has caused problems in eastern Norway's traffic since New Year's," said Preben Colstrup, an NSB spokesman. In Finland's north, the temperature overnight fell to -38 degrees Fahrenheit on January 5, 2003. *(Since I used to work for the National Weather Service, I tend to always look at a 'big picture' as opposed to just the local area for weather trends and this cold spell on the other side of the world could one day just as easily come to the U.S. – Ken Z.)*

#### WORLD'S FASTEST ROLLER COASTER

*(Sandusky, Ohio, Cedar Park Amusement Park)* - The Sandusky, Cedar Park amusement park has introduced the tallest, fastest roller coaster in the world. The Top Thrill Dragster is currently being built and will be ready for the park's opening in May, 2003. The 420-foot tall coaster towers about the Cedar Point skyline. It is the first roller coaster to ever top 400 feet. But that's not all, the ride also is the first to reach speeds of 120 mph. Thrill seekers will launch out of loading gate in dragster-style trains and quickly reach 120 mph in just 4 seconds. The trains will then shoot up the 420-foot hill on a track that rotates 90 degrees. Riders crest the apex and then free fall back down, reaching 120 mph again. The track also has a series of twists on the way down. Top Thrill

Dragster will forever redefine roller-coaster-riding around the globe, while putting an exclamation mark on Cedar Point's ongoing commitment to being the leading thrill ride park in the world," said Daniel Keller, vice president and general manager of Cedar Point.

A Cedar Point spokeswoman said the ride lasts about 30 seconds. It can hold about 1,500 riders an hour. The ride is located in the center of the park along the midway by Power Tower, Iron Dragon and Magnum XL-200. This is Cedar Point's 16th roller coaster. The park has more coasters than any other in the world. Top Thrill Dragster will be the ninth world-record-breaking ride at Cedar Point.

#### CUMBRES&TOLTEC TO CONTINUE

*(Antonio, Colorado, January 11, 2003)* - Members of the Cumbres & Toltec Scenic Railroad Commission decided January 11 to allow the historic railroad's former operator, the Rio Grande Railway Preservation Corp., to operate the line for another year.

The commission fired the corporation last fall because of financial and track maintenance problems, but all parties involved vowed to work out the issues in order to keep it running. Proposals from three other bidders apparently did not meet the commission's requirements.

The coal-fired narrow-gauge train, which winds for 64 miles through the San Juan Mountains from Antonito to Chama, N.M., is popular with tourists and pumps an estimated \$45 million annually into the two small border towns. Last summer's drought forced the U.S. Forest Service to close it for several weeks to prevent cinders from starting fires. The move cost both communities millions of dollars and more than 10,000 riders, officials said.

Some of the railway's costs are shared by New Mexico and Colorado, and New Mexico Lt. Gov. Diane Denish pledged her state's support. If all goes according to plans the train will begin operations on Memorial Day weekend.

#### TIE-TEK TIES TO BE INSTALLED

Union Pacific will install up to one million composite plastic ties from North American Technologies over a six year



period. The contract is worth \$55 million. The ties are made of recycled plastic bottles, grocery bags, old rubber tires and plastic resin. UP has been testing these ties at Spring, Texas; Alexandria, Louisiana; Crosby, Texas; Lawrence, Kansas; and Colton, California. These new ties should last 50

years, even under wet conditions. Average ties only last 7 to 15 years. (*Midwest Rail Scene Report, January 2003*)

#### DART'S SUCCESS

(*Dallas*) – I remember back in the 80s when Dallas talked of creating a light-

rail system. Naysayers were saying it was a waste of money and Dallas people were hooked on automobiles. Well, how wrong they were. In the December 2, 2002 *Dallas Morning News* was a story about Dallas Area Rapid Transit's success over the years. There are now over 60,000 daily riders. (*Dan Barr*)

## AMTRAK NEWS

### THREATENING PASSENGER SUBDUED

(*Big Sandy, Texas aboard the Texas Eagle #22 northbound, January 6, 2003*)

- Passengers aboard an Amtrak train apparently took matters into their own hands Sunday when a man wielding a plastic knife threatened to kill them while screaming profanities against America.

"It could have been a lot worse. The passengers did a fantastic job of restraining him," said Big Sandy Police Chief Ronnie Norman. According to arrest reports, passengers already had Gerardo Damien Bedia, 21, restrained in an upstairs compartment when Big Sandy Police Officer William Lakes arrived on the scene just before 8 p.m. Sunday. Amtrak personnel had contacted the agency, reporting a problem with an intoxicated passenger. Witnesses told police that Bedia, armed with a knife, made threats against other passengers and said that "all Americans will die."

Norman said the knife, described as a black all-plastic polymer folding knife, is typically used to defeat metal detectors.

He said police aren't sure where Bedia resides or where he boarded the train, but his destination was Chicago. "We haven't been able to determine exactly

where he's from. We know he's spent time in Pennsylvania," Norman said. The chief said Bedia apparently is a U.S. citizen and had Army identification. According to officer statements, Bedia was screaming "I'll kill you," as well as profanities. He spoke in English as well as Spanish and "some kind of Middle Eastern language," the report states. Passengers and train personnel were visibly shaken but no one was injured in the incident, Norman said. He said the passengers should be commended for restraining the suspect.

### AMTRAK'S FUTURE?

I've been keeping up with the new Congress and Amtrak funding stories and as of mid January, most sources say Amtrak won't get all it asked for (\$1.2 billion) in 2003, which, according to Amtrak President David Gunn, means the whole system will be shut down this spring or summer. I've looked at previous Railroaders and every few years Amtrak's future is dire. However, this time may really be the end times for the national passenger service. Who knows, really? If Congress funded the Interstate system at the same paltry level it does Amtrak, the Interstate roads would only be one lane wide. If

Congress funded airports at the same priority as Amtrak, there'd only be one runway at major airports like Chicago and the airlines would only have 1 or 2 flights a day out of each city and wouldn't be viable. I'm sure there's a lot of waste at Amtrak itself, but for a national transportation system of any kind to survive, it MUST have federal help. And with the national polls of last summer and fall (USA Today/CNN comes to mind, among others) saying the American people want Amtrak to survive and be given the needed funds by a 70 percent favorable margin, then its time Congress and the President followed the voters wishes. I know most people don't use the service very often, but they still want it available as an option for the future. As a matter of fact, most people don't use that extra road in rural Arkansas or Montana either or that little-used county airport or that state or national park, but they are still willing to pay for them and Congress properly funds those other transportation options. I think its Amtrak's turn to get proper funding, too. Anyway, that's Ken Ziegenbein's opinion and I'm sure others will disagree.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**KENTUCKY – BARTHELL – March 28-30, 2003** – Ride, photograph and explore the Kentucky & Tennessee Railway in the mountains and valleys of the Big South Fork National River and Recreation Area in Kentucky. This area was once the home of the Stearns Coal & Lumber Company and its many coal and logging activities. We will operate our special photo freight on all of the useable track between the mill town of Stearns and the coal mine encampment at Blue Heron. Passengers will ride in the K&T caboose or on one of the freight cars. In 2002, we conducted runbys at more than a dozen locations in half a day. In 2003, with a full day, we plan on also getting those locations that we had to pass up in 2002.

Registration is \$59, and includes a morning and afternoon photo freight over the K&T on Saturday, night photo sessions on both Friday and Saturday (Steve Barry of Railfan & Railroad Magazine in planning to conduct these sessions), evening slide and video shows, Saturday evening

dinner, and tours of the restored Barthell coal mining camp. All events are based at Barthell, Kentucky, a restored former coal company town. Cabins are available in the town (\$95 per night) by calling the Koger family at 888-550-5748 (the family responsible for restoring the town). Tickets for the weekend are available only through the SOUTHERN APPALACHIA RAILWAY MUSEUM, PO Box 5870, Knoxville TN 37928. The schedule is also available here. Bart Jennings will be in charge of the event.

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

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

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

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

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 and click on *Arkansas Railroader*. Our email is [trains@trainweather.com](mailto:trains@trainweather.com).

## THAT DEPOT AGENT – WHAT DID HE DO?

By: Phil Moseley, former ATSF Agent and now retired from the KCS  
*(Mr. Moseley is a long-time member of the Arkansas Railroad Club – photo from Gene Hull)*



The typical day for a station agent usually started upon the arrival of the agent at the depot with the agent getting in the wire (telegraph) or dispatchers phone to copy the morning lineup. This lineup was put out for the use of section personnel and other maintenance of way personnel so they could schedule their work and know where the trains were.

The agent would then usually go out and check the yard, go to the Post Office and maybe stop by the different shippers – i.e., elevators, lumber yard, etc. – and tend to their needs and see if they were expecting any carload shipments in or needed cars for outbound loading, or see if any cars on spot were being released.

The agent then would return to the depot to do his duties, such as combine his yard check, do any billing of cars that might be needed and get ready for a ritual that usually went on every morning on the wire or phone when the agent would send in his car reports (ordering of cars to be loaded) and other message work such as messages to locals about switching instructions at the station, and such.



Also, the agent would take care of any business with the public, such as (if there were passenger trains running) selling tickets, handle checked baggage, plus LCL freight, express and mail to be loaded on the passenger train when it got there. Usually in small agencies, the agent was also the drayman – he would sign a contract with the company to deliver LCL freight to businesses, such as hardware stores and grocery stores and other businesses in the area. The railroad would pay him 20 cents per 100 pounds to deliver such freight. The agent also got a commission off of the express he handled. There are some stations where there was a large amount of express where the agent could make almost as much as his wages in express commission and drayage.

Every morning at 11 a.m. Central Time a telegraphic code was sent out from the Naval Observatory in Washington DC. It would start with a click signal every second at five minutes to the hour and end up on the hour. The agent would listen to this signal on the telegraph and set his railroad watch to it and use it to set the "Standard Clock" at the depot if he had one. In the old days, a railroader's watch had to be compared every day and could not be over 30 seconds off either way, according to the time service rules.

Usually after the agent would go to lunch and upon returning, depending on how passenger trains ran, go out and deliver the LCL shipments to customers in the town. Also, during the day he would do his accounting work, bill carload and less than carload shipments, expense his express shipments, balance his books and do other accounting work. It was not unusual for an agent to keep several sets of books and accounts, such as passenger, freight, express, Western Union Telegraph, etc. All the accounts had to balance at the end of the day and at the end of the month. Monthly reports were due and it wasn't unusual to spend all day, if not two days, depending on the size of the station, doing that and getting them balanced and mailed in.

When the passenger train arrived, the agent had to sell tickets, check baggage for the passengers, sort and load and unload the mail and express on and off the train, all without causing undue delay lest he be chided by the trainmaster.

Toward the end of his workday, he had to balance the books, and if the local ran at night, put his waybills and switchlists and instructions in the waybill box outside the depot for the train crews. At quitting time he would call the dispatcher on the wire or phone and give his station call and say "Good Night." The dispatcher would always come back with "Clear Board Goodnight." The clear board was to remind the agent to have his order board cleared before he went home, for if you left it out in the stop position, you would get in trouble (brownies) if you stopped a train, especially a passenger train.

He then would lock the station and go home.

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## 1930 COTTON BELT WRECK

By P. B. Wooldridge, as printed in the October 22, 2002 *Banner News* of Magnolia, Arkansas

I was 15 at the time of the 1930 Cotton Belt train wreck in Arkansas. I hired out to the Cotton Belt Railroad in 1937 as a telegraph operator and spent 44 years with it. From railroad old-timers, this is what I learned later about the wreck on August 2, 1930.

No. 17 with Engine 775 headed into the siding at McNeil, Arkansas to meet No. 18. Business during the Great Depression was terrible. Some train schedules were canceled account of no business. So it was very unusual on this particular day that No. 18 was running in two sections, First 18 and Second 18.

Sections carried green signals or flags on the engine head, all except the last section. Those trains carrying green signals would whistle one long and two short blasts at every train the passed, at both engine and caboose.

The crew of No. 17 arrived first and went to a local café for drinks and eats and did not see the green signals on First 18, nor did they hear the whistle signal from First 18, which should have told them another train, Second 18, was following.

Since the whistle signal for a following train was not acknowledged by the non-present crew on No. 17, First 18 should have stopped and inquired why. So both crews were guilty of rule violations.

The Second 18 ran into No. 17, killing 7. Because of this incident and to avoid another, train dispatchers were required to designate each section in subsequent train orders.

The letter below is from P. B. Wooldrige.

Form 46

MISSOURI AND NORTH ARKANSAS RAILROAD

GEO. L. SANDS, JESSE McDONALD, W. S. HOLT, RECEIVERS

Application.

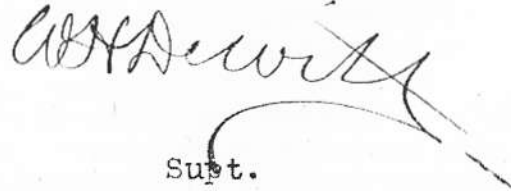
Leslie, Ark. June 6, 1913.

Mr. C. W. Cook,  
Hazen, Ark.

Dear Sir,

Recent correspondence relative to position with this Company. Our Moro Arkansas station will be vacant within the next ten or fifteen days. This place pays a salary of \$45.00 and express commission which amounted to \$16.09 for the month of April. Would you care to take this station until something better showed up.

Yours truly,

  
Supt.

J-er.

FORM  
31

JOHN SCULLIN, JESSE McDONALD, W. S. HOLT, Receivers.

MISSOURI and NORTH ARKANSAS RAILROAD

TRAIN ORDER No. 3  
 Harrison April 27 1917

To Opr At Marshall  
STATION.

X \_\_\_\_\_ Opr. \_\_\_\_\_ M.

No 20 Eng 30 wait at Marshall  
 until nine fifteen 9:15 am for  
 No 15 Eng 31

*ASB*

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER.

Repeated at 8:14 A M.

CONDUCTOR	TRAIN	MADE	TIME	OPERATOR
<i>Clark</i>	<i>20</i>	<i>Camp</i>	<i>8:14 am</i>	<i>Fishback</i>

April 27, 1917 Train Order No. 3 of the Missouri and North Arkansas Railroad, issued at Harrison, Arkansas. (Eakles Hille collection I found in a binder with other train orders)



The following is a reprint of the very first newsletter of the Arkansas Railroad Club. I thought it was interesting reading:

ARKANSAS RAILROADER  
The Arkansas Railroad Club Newsletter  
Vol. 1, No. 1                      January, 1970

ARKANSAS RAILROAD CLUB ORGANIZED . . On Sunday, November 9, 1969, a meeting was held in the Missouri Pacific Union Station to organize a club for those interested in railroads, especially those of Arkansas. Twenty-three people signed the membership roster. Those present discussed the possible aims and activities of the proposed group. Briefly, these goals were decided to be the promotion of interest in railroads -- past, present and future -- by both club members and the general public and the acquisition and/or preservation of railroad equipment and artifacts for educational and historical purposes. The formation of a non-profit corporation was deemed the first step toward attaining these goals!

The following temporary officers were elected: J. Harlen Wilson, president; Clifton E. Hull, vice-president; George R. Holt, secretary; C. R. Byrd, treasurer. A constitutional committee was also elected with Richard Grigsby as chairman and Walter M. Adams, Anthony Grigsby, Earl Saunders and Tom Shook as members.

The name Arkansas Railroad Club was chosen for the new organization and the second Sunday afternoon of each month was adopted as the regular meeting date.

After the business session several people entertained the group with movies and slides. Others attending the first meeting were Robert L. Dortch, Jr.; Leroy Garrison, Jr.; Johnnie Gray; John Baskin Harper; Paul F. Moon; C. H. Ost; Phil Powledge; Boyd T. Fyle; Jack F. See, Jr.; David Toler; Jim Wakefield; Stanley Wozencraft; Robert B. Wright and Bruce L. Young. Lloyd Neal of Stone Mountain, Georgia, attended in spirit only because of a distance problem.

MEETINGS HELD . . Subsequent meetings were held December 14, 1969 and January 11, 1970. At the December meeting Bill Robbins announced the availability of a flanged-wheel 1951 Chevrolet station wagon to any worthy group willing to move it from Southern Missouri. The membership voted in favor of trying to obtain it. President Jim Wilson also announced the acquisition of a caboos stove, temporarily stored at his home.

CLUB INCORPORATED . . On December 31, 1969, the Arkansas Railroad Club, Inc., was chartered by the state of Arkansas as a non-profit corporation. This development was announced at the January meeting. Under the charter the members of the constitutional committee were designated the board of directors, empowered to elect officers and conduct other business of the corporation. Several proposals were voted by the members as recommendations to the board for adoption. One of these was that the temporary officers be elected to serve for the year of 1970.

TWO CLASSES OF MEMBERSHIP RECOMMENDED . . Another recommendation was that two classes of membership be available. Regular Membership at \$ 5.00 peryear, open to anyone, and Associate Membership at \$ 3.00 per year, non-voting, for those outside the state who are unable to attend regularly, but wish to be informed of and participate in special events. Both classes of membership would receive the club newsletter. Dues should be sent to C. R. Byrd, Treasurer, 6815 Dahlia Drive, Little Rock, Ark. 72209.

BOARD MEETING . . Immediately after the January meeting a meeting of the Board of Directors was held and both of the recommendations voted by the membership were adopted -- the temporary officers were named to serve for the calendar year of 1970 and two classes of membership were designated, as outlined above.

ARKANSAS RAILROAD CLUB - Vol. 1, No. 1 - January, 1970 - Page 2

NEWSLETTER SCHEDULED . . Over his protests Jim Wakefield was elected editor of the club newsletter, which is to be published at least six times a year. Earl Saunders, the loser (?), was drafted as assistant. Herewith are some of our ideas for the newsletter's content and an appeal for suggestions and assistance from the readers.

1. Club Activities -- A brief summary of each regular meeting, notice of acquisitions by the club, announcement of future activities, including the monthly meeting.
2. Rail News -- Events or activities of Arkansas railroads that are not normally covered by regular news media.
3. Arkansas Railroad History -- Biographies of Arkansas railroads, trains, locomotives or rolling stock. Studies of segments of major railroads, operating or abandoned.

We are especially in need of help with Items 2 and 3. Please let us know if the items above are of interest to you and what additional facets of the Arkansas railroad scene you would like covered. We are open to suggestions for department names as well as a name for the newsletter. Several have been suggested to us -- some of them are printable.

Contributions, comments and suggestions for the newsletter should be sent to Jim Wakefield, Box 331, Beebe, Arkansas 72012, or to Earl Saunders, 242 Kingsrow Drive, Little Rock, Ark. 72207. Criticisms should be directed to the editor, compliments to his assistant.

This first edition of the newsletter is being mailed to all those who have attended any of the club's meetings. Also to anyone else we believe would be interested in railroads of Arkansas. If you know anyone who might be interested in joining our group, let us know and we will send them information and a copy of the newsletter.

L. C. L. . . Word from Bill Robbins that the Chevy station wagon/railcar is ours -- we are making arrangements to get it as soon as possible. . . . Letter from our Georgia member Lloyd Neal with news of fantrips and also some train-off announcements from his area (they're doing it there, too!) and a newspaper clipping with story and picture of a Southern freight train derailment (they're doing that there, too!) for the benefit of our president Jim Wilson who is a Southern fan. . . Since our last meeting we have a membership application and check for dues from Tom Long of the Reader Railroad . . . Come to think of it, with Wilson, Ost, Pyle and now Long we will soon have organized the entire Reader.

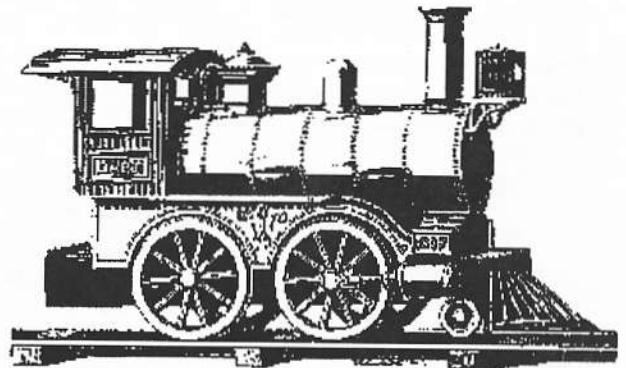
FEBRUARY MEETING

The February meeting of the Arkansas Railroad Club will be held Sunday afternoon, February 8, 1970. Time is 2:30 P.M. and the place is again in Room 305 Missouri Pacific Union Station, Markham and Victory Streets, Little Rock.



Officers of Arkansas Valley Railroad Club Examine Miniature System

Following photo and article is from the August 5, 1965 Arkansas Democrat...recognize anyone? (I've lost track of the person giving me this copy)



### St. Louis, Iron Mountain on Time

## Club Returns 'Toot' To Rail Line of Yesteryear

By JERRY DEAN  
Democrat Staff Writer

The old St. Louis, Iron Mountain and Southern Railway is back in operation between Little Rock and Newport. But this time it's on a smaller scale.

The scale is "HO" gauge, and the right of way for the railroad extends along some 700 feet of miniature railway track which passes through replicas of the North Little Rock yards and stations at McRae, Kensett, Bald Knob, Wynne and Newport, all within the confines of a basement room in Little Rock's Missouri Pacific Station.

The old St. Louis, Iron Mountain and Southern was incorporated into the Missouri Pacific System in 1918.

It is in the era of steam during the period from the turn of the century until the 30s that the 15 members of the Arkansas Valley Model Railroad Club are primarily interested. This is the period they are re-creating in miniature along 3 1/2 scale miles of main line.

The club was founded in July three years ago and began building its present operation in the station basement in April 1963.

Members of the club include architects, photographers, students and chemical engineers, but all have the common desire to replicate an age from the past with as much authenticity as possible.

"We take our time and pay all necessary attention to detail," said club president Jack See, a Little Rock architect. "We are proud of our club and are therefore most selective in securing members." The club constitution provides for 25 members as a maximum.

"This is not a group that meets just to play trains twice a week," See said, "but the members are conscientious individuals who are knowledgeable railroad historians and willing workers."

The club is divided into interlocking committees which handle problems of layout, electrical circuiting, operations and social activities.

See is assisted in his duties by Charles H. Ost, vice president, and Richard Byrd, secretary-treasurer.

Earl Saunders, photographer—and member, explained the layout as "a point-to-point operation with a series of reversing loops located on other levels to increase trackage."

The headliner item in the display is a replica of the MP Station itself, of which the concourse now is complete. Schedules from the station are similarly re-created to scale, using old MP timetables as reference sources. The model trains are operated at a speed of about 1 foot per second or about 60 scale miles an hour with speed scales set up on the basis of 3 to 19 scale hours of about 10 minutes each.

A specially calibrated clock keeps the scheduling accurate.

After leaving the terminal, trains cross the Arkansas River on a trestle which replicates one at Little Rock, then enters the North Little Rock yard where a turntable built by Missouri Pacific employees operates.

The next stop along the line is the McRae switchyard featuring a mock-up of a coal chute modeled by Air Force Col. Paul Moon from plans of a chute at Blackwater, Mo.

The Kensett yard consists of the station and the junction with the old Missouri and Arkansas. The Bald Knob station features models of a cattle pen, covered bridge and cotton gin complete with realistic bales, all products of Col. Moon's handiwork.

Beyond the Bald Knob yard, Saunders, probably the largest collector of old railroad photos in the state, has constructed an imposing trestle of the old railroad line.

The locus of Newport will feature a second roundtable facility which is still prominent in that town's railyard, the slight curve of the mainline is also reproduced.

Club members say that the M & A branch will represent the final phase of the model construction. "We're in no hurry to get there," said See, "because the authenticity, detail, and clubwork are the things that really matter." The president of the club said that the project would not be complete before 1970.

"Truly interested members who will work are solicited at all times," said See. The initiation fee to the club is \$20 with annual dues of \$1 thereafter. Much of the rolling stock of the club is privately owned and

built. According to the president, most members have home operations of their own including as many as 50 engines in one collection.

"We have never had to make an assessment to raise money," See disclosed.

Membership occasionally requires the mathematical mind where scale is involved. The slope and arcs of grades and curves is often plotted to scale where possible. Rails are even made smaller in terminals than on mainlines. In the Little Rock station replica brass rails are laid on individually-placed ties to achieve a realistic effect from graveling of the roadbed. The top of the rails are nickel-silvered to resemble steel and the sides are coated with a "dirty" flat finish.

The club, thought to be the only large nonprivate operation in the state, holds regular workshops at 3 p.m. Saturdays and operation sessions at 7:30 p.m. on Mondays.

The public is welcome to attend if interested, but visitation is not encouraged because of the years of improvement that yet lie ahead for the model club.

If future plans should ever include public visitation, such event would necessarily require clearance from the railroad. The club does look forward to several immediate improvements such as the acquisition of a larger power plant, added accessories, and storage lockers for the fragile equipment.

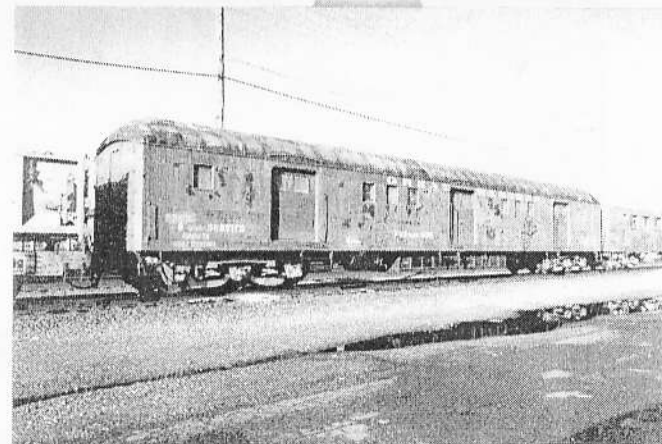
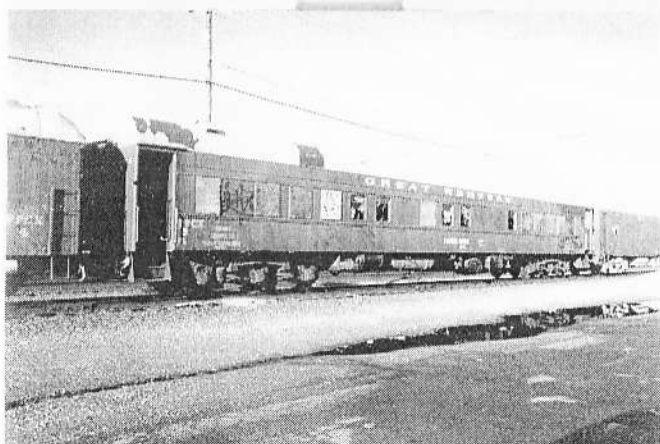
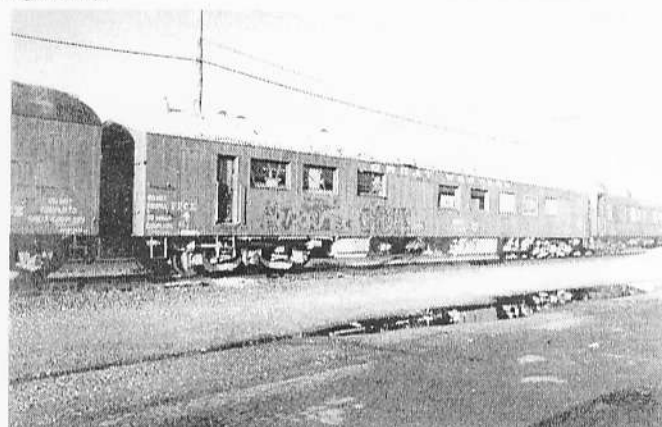
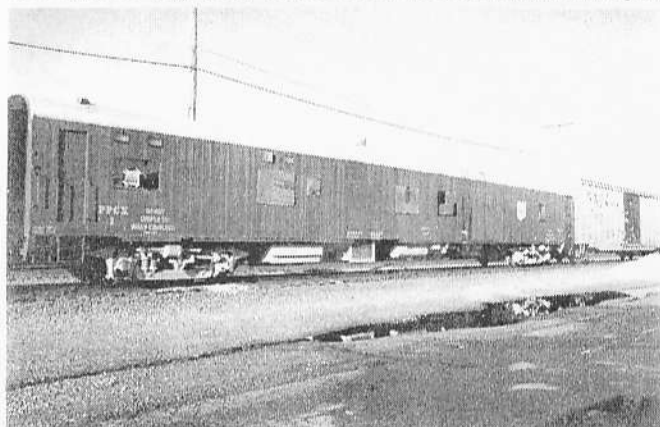
Other future plans include operation by a dispatcher and six engineers of guiding trains from a high roost at one end of the room.

Until then, great strides are being made by the club to create authentically a past that, except for the members' historical inquisitiveness and enthusiasm, could never come again.

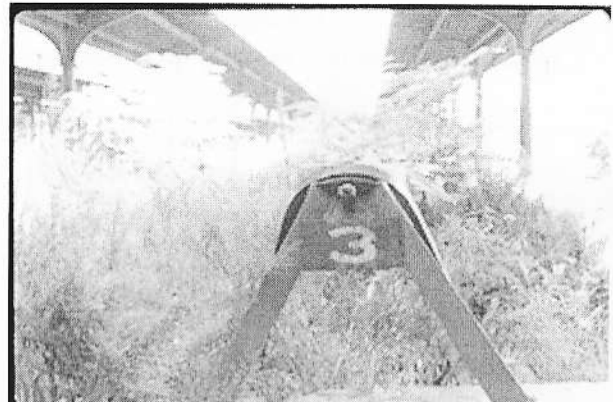
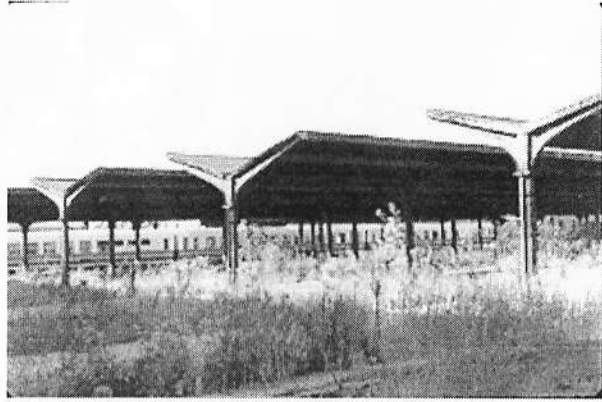




**STILL PROTECTING THE ROCK.** These pictures, taken on December 19, 2002, shows a weed-covered single-bulb Rock Island signal 'protecting' the long-abandoned Rock Island crossing with the Missouri Pacific (now Union Pacific) just west/south of Union Station in Little Rock. The tracks ran just to the left of the signal. Little Rock & Western's tracks curve off this right-of-way a few hundred feet behind me. *(Ken Ziegenbein photos)*



**UL-PPCX1**, ex-UP 6-6-4 sleeper "American Rapids," Pullman 1941. **UR-PPCX4**, ex-UP diner 363, oldest operable diner in the U.S., Pullman 1914. **LL-PPCX3**, "Poudre River" sleeper, ex-CB&Q SSS car 4521. **LR-PPCX6**, ex-UP Horse Car 1768, Great Western Bike & Ride, the ONLY horse express car in the U.S., AC&F 1926. These were taken December 6, 2002 in the UP yards in North Little Rock, Arkansas by John C Jones. They were on their way to the North Alabama Railroad Museum in Huntsville, Alabama. *(John C Jones photos)*



LEFT-Union Station in St Louis, Missouri taken while it was still used as a passenger terminal for Amtrak back in October 1975. Track No. 3 doesn't look like it's seen passenger trains for quite a while. (Slides by Ken Ziegenbein)



UP5887 in North Little Rock, January 10, 2003, a GE-C44ACCTE, built in December 2000. (John C Jones photo)

