



# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

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A "new" Santa Fe FT diesel sits among a roster of Santa Fe steam engines in this late 1940s photo by the Santa Fe Railway. Location unknown. *(Courtesy Santa Fe Industries Public Relations)*

## HAPPY 2004!

### 2004 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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**BOARD '08** - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net

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 program/meeting of the Arkansas Railroad Club will be **Sunday, January 11, 2004** at 2 p.m.

The January program will be given by **Robin Thomas**. His program will be a talk and slides on the Scenic City and Norfolk Southern in Tennessee and on the K&T. It will be held at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Refreshments will be served and the public is invited.

**OFFICERS FOR 2004** – New officers 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.

**DUES FOR 2004** are now payable. You should have received the dues notices via postcards. Check you labels for the expiration dates – the year on the upper right of the label. If it says 2003, your dues are due. I keep records of when you last paid, so I won't take you off the mailing list for awhile, but all NRHS chapters are supposed to collect their dues on January 1, according to the NRHS regulations. Again, the dues for the Arkansas Railroad Club are \$20. If you want to join/renew your NRHS membership as well, send in \$20 more (\$40 for both Club and NRHS Chapter/National dues). Our address is PO Box 9151, North Little Rock AR 72119.

### WANTED : FOR SALE OR TRADE

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

## RAILROAD ABANDONMENT PROPOSALS

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

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

**CALIFORNIA – UNION PACIFIC** – To abandon a 5.38-mile line of railroad in the Milpitas Subdivision from milepost 0.00 near Clark Drive at Niles Junction to milepost 5.38 near Washington Boulevard, in or near Fremont, Alameda County, CA. effective on December 12, 2003. (STB Docket No. AB-33 (Sub-No. 211X, decided November 5, served November 12, 2003)

**KANSAS – UNION PACIFIC** – To abandon an 8.13-mile line of railroad from milepost 133.13 near Marysville to milepost 125.00 near Marietta, in Marshall County, KS. Effective on December 18, 2003. (STB Docket No. AB-33 (Sub-No. 208X, decided November 10, served November 18, 2003)

**INDIANA – CSX** – To abandon an approximately 32.97-mile line of railroad, in CSXT's Western Region, Chicago Division, Wabash Subdivision, extending from milepost CF 0.63, at LaCrosse, to milepost CF 15.23, at Wellsboro, and from milepost CI 212.55, at North Judson, to milepost CI 230.92, at Malden, in LaPorte, Porter and Starke Counties, IN. The line includes stations at Malden, LaCrosse, and North Judson. A final decision will be issued by February 20, 2004. (STB Docket No. AB-55 (Sub-No. 643X, decided November 17, served November 21, 2003)

**CALIFORNIA – UNION PACIFIC** – To abandon a 13.1-mile line of railroad (the Seaside Industrial Lead) 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. UP filed this revised notice of exemption, as supplemented on November 3, 2003, to take the place of the notice that it had previously filed on September 22, 2003. UP states that it has determined that initially it should have filed to abandon its interest in the line, rather than merely to discontinue trackage rights because, under the purchase and sale agreement with the Transportation Agency for Monterey County (TAMC), UP reserved an exclusive railroad easement for freight operations over the line. UP now seeks to abandon its entire right and obligation to provide service over the line. Effective on December 23, 2003. (STB Docket No. AB-33 (Sub-No. 157X, decided November 10, served November 21, 2003)

**CALIFORNIA - SAN BERNARDINO ASSOCIATED GOVERNMENTS** – To abandon any residual common carrier obligation on a 19.80-mile line of railroad on the Baldwin Park line, formerly operated by Southern Pacific Transportation Company (SP), between milepost 515.70 at the San Bernardino/Los Angeles Counties, CA border and milepost 535.50 in San Bernardino County, CA. Effective on December 24, 2003. [STB Docket No. AB-416 (Sub-No. 4X, decided November 13, served November 24, 2003)

**NEBRASKA – BNSF** – To abandon a line of railroad extending between milepost 57.80, near Pawnee, and milepost 117.03, near Endicott, a distance of approximately 59.23 miles in Jefferson, Gage, and Pawnee Counties, NE and includes the following stations: Burchard, Liberty, Wymore, Krider, Odell, and Diller. A final decision will be issued by March 1, 2004. (STB Docket No. AB-6 (Sub-No. 405X, decided November 21, served December 2, 2003)

**STB CHANGES TO ABANDONMENT RULES - ACTION:** Final rule. **SUMMARY:** The Surface Transportation Board (Board) is amending its regulations concerning the service of a notice of intent to abandon or discontinue rail service by removing an obsolete reference to a labor organization and making technical changes. This rule is effective January 3, 2004. (STB Ex Parte No. 537 (Sub-No. 1, served December 4, 2003)

## ARKANSAS RAIL NEWS

### NEW OWNER FOR TXK DEPOT

*(Texarkana, November 28, 2003)* – Jeff Sandefur is the new owner of Texarkana's historic Union Station (Amtrak uses a building just east of the structure). He sees it as a multiuse entertainment facility. Union Station could help revitalize downtown by providing a market area. "Restoring life to Union Station is the right thing to do," he said. To highlight Union Station's multiuse capability, Sandefur points out the facility's restaurant, cafe, terminal, West Hall, office space, warehouse and dock, shop and Amtrak facilities.

With Renaissance revival architecture and a facade similar to the downtown post office, Union Station should join other significant destinations downtown such as the Perot Theatre, Ace of Clubs House, and Regional Arts Center.

The station first opened in 1930 after a trust of five railway lines organized the effort to build it for \$1,667,000. It is one of the few privately owned train stations in the country. And like the downtown post office, it straddles two states. Sandefur said the building is in good shape with the plumbing and most of the lighting in working order. "All it needs is good cleaning and good tenants."

### KCS CHRISTMAS TRAIN – FANTASTIC!

*(Ashdown, Arkansas)* – I had the privilege to see and go inside the KCS Santa Train in Ashdown, Arkansas on Thursday evening, December 11. The Christmas train was pulled by the famous KCS F-units and its business train. The Santa Train had six cars this year, with photos below.

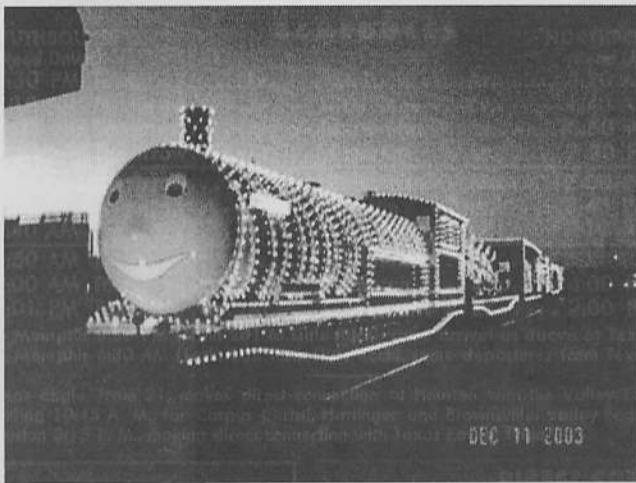
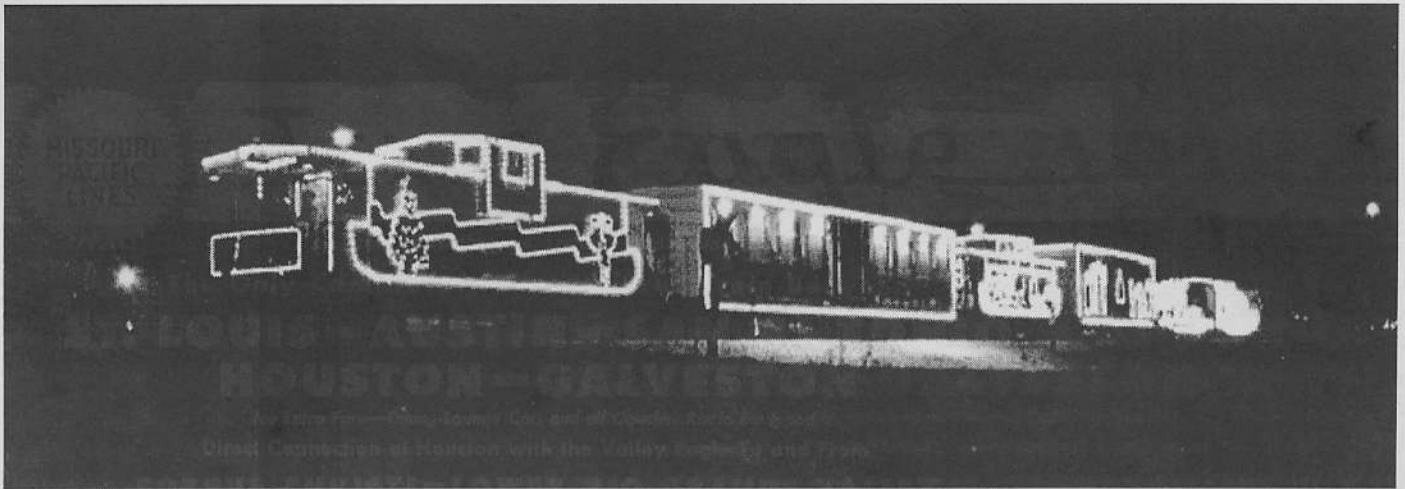
Santa's sleigh and reindeer took flight from the first car behind the lighted engine. Visitors entered the train at the caboose and met Santa and Mrs. Claus. They also toured the elves' workshop in one car and in another visitors could view a model O-gauge train as it sped through a model town. Elves guided guests through the train and distributed goody bags to the children as they descended.

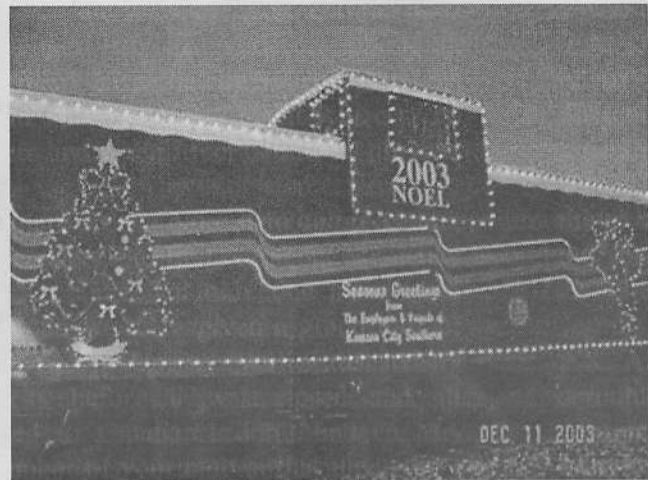
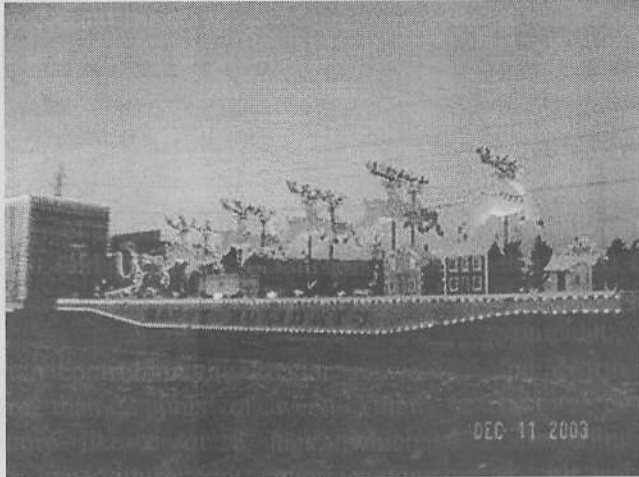
"Unbelievable, Magical, Fantastic" were some words I heard kids and adults say as they toured the train. As it came southbound, the brightly lighted six cars of the Santa Train slowed to a halt while Christmas carols were played from speakers on the side of the cars. With a crisp, clear sky and bright stars above, it was truly a mystical experience.

Willis Kilpatrick, manager of transportation for KCS, said the railroad company began the Holiday Express three years ago with a single caboose. Each year it has expanded and now goes to 24 cities along KCS's rail lines. The most important part of the holiday tour, he said, is the distribution of the money that employees have collected for families in need. They raised more than \$64,000 to purchase Wal-Mart gift cards so that families in each city where the train stops can purchase hats, gloves and coats. These gift certificates are given to local Salvation Army people for distribution. "The true spirit of Christmas is in the giving of the gift certificates," Kilpatrick said.

Santa and the 'elves' are all KCS or KCS Historical Society volunteers. I sent an email to KCS congratulating them on this great train (and yes, I got a reply from KCS's Doniele C Kane). *(Ken Ziegenbein)*

Here are some photos I made of this train on December 11 in Ashdown. To see these in color, go to: <http://www.trainweather.com/kcssanta.html>





These photos were all taken December 11, 2003 as the KCS Southern Belle/Santa Train came into Ashdown, Arkansas. (Ken Ziegenbein photos – thanks to Club member Silverio Martinez of Ashdown for telling me about this train and meeting me at trackside)



## GENERAL RAIL NEWS

### CROSSING/PEDESTRIAN SAFETY RULES

In 2002, collisions at public highway railroad crossings killed 311 people and injured, many seriously, another 859 people. Here are some crossing safety rules I found on the Internet:

1) Never drive around lowered gates – it's illegal and deadly. If you suspect a signal is malfunctioning, call the 800 number posted on or near the crossing signal, call your local law enforcement agency.

2) Never race a train to the crossing. Even if you tie, you lose.

3) Do not get trapped on a crossing. Proceed through a crossing only if you are sure you can cross the entire track.

4) If your vehicle stalls on a crossing, immediately get everyone out and far away from the tracks. Call your local law enforcement agency for assistance.

5) At a multiple-track crossing waiting for a train to pass, watch out for a second train on the other track, approaching in either direction.

6) Be aware that trains cannot stop quickly. Even if the locomotive engineer sees you, a freight train moving at 55 miles per hour can take a mile or more to stop once the emergency brakes are applied. That is at least 18 football fields!

7) Do not be fooled by the optical illusion – the train you see is closer and faster moving than you think. If you see a train approaching, wait for it to go by before you proceed across the tracks.

9) Always expect a train. Freight trains do not follow a set schedule.

10) Railroad tracks, trestles, yards and equipment are private property, and trespassers are subject to arrest and fines. Since 1990, about 3,700 people have been killed while trespassing on railroad rights-of-way and property,

11) Do not walk, run, cycle or operate all terrain vehicles (ATVs) on railroad tracks and property, or through tunnels.

12) Cross tracks only at designated pedestrian or roadway crossings. Observe all warning signs and signals.

13) Do not hunt, fish or take pictures from railroad trestles. There is only enough clearance on tracks for a train to pass. They are not meant to be sidewalks or pedestrian bridges.

14) Do not attempt to hop aboard railroad equipment at any time. A slip of the foot can cost you a limb or get killed.

15) Rails and recreation do not mix.

16) The average train weighs about 12 million pounds – so the ratio to the typical automobile is about 4,000 to 1. That is the same ratio of your car to a soda can. The odds are not in your favor. You simply cannot win if it's you or your vehicle versus a train.

For more information on this important topic, log on to the Operation Lifesaver Web site at [www.oli.org](http://www.oli.org).

### PORT ROYAL RAILROAD TO CLOSE

*(Yemassee, South Carolina)* – November 26, 2003 was the last day a train ran on the historic Port Royal Railroad. The trains ran between the Port of Port Royal and Yemassee, South Carolina. The South Carolina Department of Commerce's Public Railways division, which operated the railroad, and the state Ports Authority, which owns the 26-mile rail line, have agreed to end the service because it wasn't profitable. The Port Royal Railroad was completed on March 9, 1874, the same day the Town of Port Royal was incorporated. The tracks have been used to run both passenger and freight trains, and, until the 1960s, was used to haul Marine recruits to Parris Island. Cargo coming into the port terminal now will be moved by truck, unless the Ports Authority decides to work with another rail operator.

The 26-mile corridor between the port and the Yemassee train station that once served as a greeting place for Marine recruits en route to Parris Island could be used for trails or to ease some of the traffic in other parts of the town. Air station officials haven't expressed opposition to cease in operations, and the

base doesn't use the railway regularly, as fuel is delivered to the air station on barges.

*Chessie, the railroad symbol, first appeared in the September 1933 issue of Fortune magazine. She was tucked into bed with a paw extended. The campaign's slogan was "Sleep Like a Kitten and Wake Up Fresh as a Daisy in Air-Conditioned Comfort." In time she acquired kittens named Nip and Tuck and a mate named Peake. Later, she was used in profile on C&O rail cars. Now she is considered the mascot of the CSX.*

### REMOTE-CONTROL LOCOMOTIVE FATALITY

*(San Antonio, Texas)* - A Union Pacific railroad employee was struck and killed early December 7, 2003 by a locomotive he was operating via remote control - rekindling a debate over whether the devices are a technological boon or a safety hazard. Jody Allen Herstine, 37, was using the waist-strapped remote-control device, which moves trains without the need of a conductor on board, to operate two locomotives shortly before 1 a.m. at the Union Pacific railyards on the near East Side of San Antonio when he was run over.

Such occurrences have many railyard workers and some rail unions calling for an end to the remote controls, and several cities across the country have passed measures banning the technology. Union Pacific's Mark Davis maintained that remote-control system has been in place in Canada for more than a decade, and data show a 50 percent reduction in railyard accidents.

### TRADEMARK WARS?

Apparently Union Pacific is starting to charge a licensing fee for use of its logo. Not just that. Union Pacific said in an October letter to model-train manufacturers that it wants a fee paid for use of any historic logos of railways obtained in the past by the company, including the Southern Pacific, the

Western Pacific, the Chicago & North Western, the Katy and the Denver & Rio Grande. Tim Geddes, president of Southern California's Athearn Inc., one of the leading makers of model trains, said licensing fees could add about \$5 to each \$100 item sold. He said Union Pacific trains now account for about 15 percent of sales. "But once Union Pacific does this," he observed, "all other railroads will do it."

Union Pacific, which reported record revenue of \$3 billion in the most recent quarter, says it's not introducing fees just to pocket a little extra cash. Rather, the railway says it's investing millions of dollars in a brand-awareness campaign and is hoping to license its logo for all sorts of merchandise, from clothing to train paraphernalia. As such, it has decided the time has come to crack down on trademark violations, including the model trains

"If we're going to protect our logo, we have to protect it," said Kathryn Blackwell, a Union Pacific spokeswoman at the company's headquarters in Omaha, Neb. "I don't know why model railroads should be any different from companies that manufacture engineer's caps using the Union Pacific logo."

"There are perhaps a million model railroaders nationwide," said John Sipple, editor of Model Railroad News, a monthly publication with about 8,000 subscribers. "That includes everyone from serious enthusiasts to those who get out their train once a year to run it around the Christmas tree."

And there's a more complex aspect to this whole matter, one that lawyers for Union Pacific and model-railroad manufacturers have been quietly hashing over for months: Does Union Pacific still control the logos of historic lines it acquired long ago, or have they passed into the public domain?

The courts will probably have to work this out. This is probably why we're seeing original logos on some freight cars being repainted.

*(Partly from the San Francisco Chronicle, December 9, 2003)*

#### **'IMPOSSIBLE' RAILROAD TO REOPEN**

*(San Diego, California, December 13, 2003)* - A historic set of tracks stretching through East County in California has been idle for decades. But, after months of digging out tunnels and rebuilding trestles in the Carrizo Gorge, the "Impossible Railroad" is set to reopen in the first three months of 2004 for freight service and maybe passenger excursions by 2005. Officials say they have an interest in bringing tourists out to the historic site in the near future. The old freight line runs north of Jacumba toward Ocotillo and eastward through Imperial Valley.

Originally built almost a century ago, it was called the "Impossible Railroad" because no one ever believed such a line could be built. The tracks stretch through some of the most rugged terrain in San Diego County, snaking through 16 tunnels and stretching around rough mountain terrain and over the largest wooden trestle in the United States. Referred to as the Goat Canyon Trestle, its tall redwood slabs are almost 200 feet tall and carry more than 600 feet of rail to move trains around a tunnel that collapsed 70 years ago. Workers have cleared several tunnels and rebuilt the supports on many trestles.

#### **US 80 RR BRIDGE SHIFTING**

*(Vicksburg, Mississippi, December 13)* - The old Highway 80 bridge over the Mississippi near Vicksburg, Mississippi hasn't carried auto traffic since 1998 but continues to carry KCS freight trains

over the Mississippi River between Louisiana and Mississippi. It's expected to cost \$13 million to fix the bridge, which has two of its piers shifting slowly to the west. Bridge employees noted a growing gap, now about an inch wide, between sections of the 73-year-old roadbed. The Vicksburg Bridge Commission plans to increase per-freight-car tolls charged to the KCS for use of the bridge to cover the estimated costs of repairs. Today the toll is \$4 per car and generates about \$90,000 monthly. KCS hauls 26.5 million tons across this bridge each year.

Cars and trucks use the 30-year-old I-20 bridge. The U.S. 80 span has a roadbed, but it was closed in 1998 because of deterioration, and only trains cross the Mississippi on the older bridge. Movement has been measured in the first two concrete supports in the river off the east bank, and is pulling the bridge apart. Cables between sections of the bridge are holding it together.

#### **LAS VEGAS MONORAIL TO OPEN**

A new 4.2 mile monorail system is supposed to open January 20, 2004 in Las Vegas. It cost \$650 million to build but was paid for by corporate sponsorships, such as from Nextel. One of its stations will be at the Las Vegas Convention Center. It will run from the MGM Grand Hotel to the Sahara Hotel. The system has nine train sets costing about \$1 million each and each of its seven stations cost \$2 million each, all paid for by corporations to get people to use public transportation. Las Vegas has about 35 million visitors a year and the companies sponsoring the monorail think their advertising on it will pay off. *(Thanks to Dan Barr. Any takers for Amtrak/long distant rail sponsorships? How about Bill Gates, who owns his own train?)*



## AMTRAK NEWS

### **\$1.2 BILLION**

Congressional negotiators agreed in November to give Amtrak \$1.2 billion in subsidies for 2004. They had resolved the contentious rail funding issue behind closed doors. The \$1.2 billion amount is \$300 million more than the House of Representatives and the Bush administration have supported, but \$600 million less than what Amtrak said it needed to operate through next September. However, it appeared as of early December that current routes and frequencies could be maintained.

### **HOLIDAY TRAVEL UP**

Thanksgiving travel was up this year. More than 80,000 people flew per day during the holiday; Greyhound moved 800,000 during the weeklong holiday; Amtrak handled 600,000, carrying 110,000 on the Wednesday before Thanksgiving alone. The 600,000 was the most Amtrak ever carried over a holiday season in its' 32 year history. The week that began Nov. 25 and ended Monday also brought the highest ticket sales for Thanksgiving travel, totaling \$30.9 million, Amtrak spokesman Dan Stessel said.

Amtrak spokesman Marc Magliari said ridership on Amtrak's long-distance trains was up 32.8 percent between November of this year and November 2002. That figure includes a **45.1 percent increase in ridership on the Texas Eagle**, which runs from Chicago to Los Angeles and includes Longview. That equals 19,064 riders in November of this year versus 13,135 riders in November 2002. "The Texas Eagle is a catalyst to Amtrak's record-breaking numbers," said J.G. Hubbard, Amtrak station agent in Longview.

"Overall, Amtrak (ridership) was up an average of 9.3 percent," Magliari said. That means there were 2,076,054 Amtrak riders last month compared with 1,858,345 riders in November a year ago. "November set an all-time record for Novembers for Amtrak ridership since the company started operations back in 1971," Magliari said.

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### **NORTHEAST SNOWSTORM CURTAILS TRAVEL**

Passenger trains are still more reliable than highways or airports during snowstorms. Amtrak reported that trains on the Northeast Corridor were running with no cancellations during the early December storms, although trains were delayed.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**ARKANSAS - PINE BLUFF**– April 3, 2004 – The 9th annual Cotton Belt Rail Historical Society's annual Show and Sale will be held at the Arkansas Railroad Museum in Pine Bluff.

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.

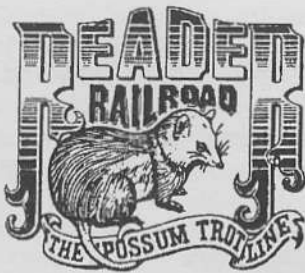
NAME \_\_\_\_\_

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](mailto:trains@trainweather.com).



*The following letter was received October 12, 2003 from club member Travis Bell of Gurdon, Arkansas. It relates to the Reader Railroad and references my visit there in October 2002:*

"I'm finally getting around to following up on our correspondence of this spring, concerning the Reader Railroad project. But first I'd like to compliment you on your performance as the editor. In my opinion you are doing a good job.

Now about "sitting idle in thee woods". Yes we made the mistake during the year 2002 of not controlling vegetation on the right of way, or even the park proper. So, weeds, grass, honeysuckle vines, and mainly sweetgum sprouts so completely covered the track that the appearance was that the track was no longer in place. And I've noticed even during the years we were still running weekends and in the spring months specials for school groups, that days nothing was fired up visitors would pull in the gates, and if they saw no smoke or steam and heard no whistle, bell, air compressor exhaust or any other sounds of a locomotive under steam, would leave. So, they could say that its sitting idle in the woods, regardless of what was going on in the way of normal maintenance, adjustments, lubrication, refueling, replenishing of water and sand, etc.

Now when we tell people the two locomotives at Reader are slowly being rebuilt, we are not fibbing. At the time you visited, the other engine in the big shop building, The oil-fired Baldwin mogul #2, had all new tubes installed, rolled and beaded, and had been hydrostatically tested. Both engines were stripped bare of jacketing and lagging necessary not only for hydrostatic testing and inspection, but also to enable us to ultrasonically test every square foot of the pressure vessel sheets and to check for broken stay bolts, cracks, etc, anything that would compromise safety under pressure. So, # 2's boiler has been buttoned up and hydrostatically tested, it still hasn't been fired up since installing all firetubes. The tender for it was not present when you were there, but there has been a completely brand-new tender tank built for it as well as a new frame. Those parts were fabricated at a fab-shop in Gum Springs, and paid for months ago, but only in the past month been hauled to

Reader, to be assembled and mounted on reconditioned friction bearing trucks. A new jacket will have to be fabricated for both engines, new lagging (no asbestos!) applied and all external piping, appliances, appurtenances installed, adjusted and tested before firing up. The #2 is in good mechanical shape, but the 7 needs some work on suspension (springs, driving boxes, cellars, equalizers etc. But rest assured, neither of these locomotives are abandoned, and bound for scrapping, they are definitely repairable, as well as the 4, now at Russellville.

As to other work done at Reader since your visit (October 2002), Mr. Grigsby and I sprayed every foot of right of way from Camp Dewoody (Hwy 24) to the interchange where UP pulled their rails, as well as the wye, rip track and shop leads with a shop fabricated gas-engine powered pump and tank and spray nozzles mounted on a motor car trailer and pulled by the little Ford 1/2 ton high-railer. As an example of how well we worked together, he picked me up at my house in Gurdon after 6 PM and we mixed up 100 gallons of water with a 2 and 1/2 gallon container of weed killer (at about 86 dollars per jug) and managed to spray at least 1 and 1/2 miles of track, return to shop and carefully flush and clean up spray rig and was back at my house in Gurdon before 9 PM.

About two weeks ago we mixed up and sprayed another 120 gallons of mix and sprayed about half of it again, concentrating on tall sweet gum trees along the stretch between the two big bridges where the embankment is high and steep and generally inaccessible to a tractor and bush hog. 80, does that sound like its abandoned and forgotten? Yes, it's true the smoke isn't rolling or bell ringing, so I suppose I will grudgingly have to admit that it is not up and running but emphasis is on preservation, rather than operation at this time. While Hichard has never exactly told me this but I feel he is determined to preserve it for his heirs. (He is now a grandfather!) I don't know if you are being complimentary of me referring to me as a (Reader Expert) or being sarcastic, but I have absorbed quite a bit of, perhaps

trivia about the subject, and I always like to talk about it. And I don't know where you got the idea "since you no longer have to work on rebuilding locomotives." True, I am officially retired as far as having to work to make a living, but it's nice to be able to work where and when I feel like it, on projects I'm interested in.

I'd like to comment on one more item before ending this letter. I was saddened to find out about Mr. Mike Adams death. I have attended only one meeting of your club, as I recall we were given a grand tour of the North Little Rock Union Pacific dispatchers facility just weeks before it was closed and all dispatching moved to Omaha. I don't believe Mr. Adams was a member of your club at that time. But I feel like I knew him personally from his very interesting articles in TRAINS magazine. And I certainly didn't know him when he was stationed at Gurdon as an assistant trainmaster, but we took pictures of certain scenes here from the same vantage points (such as the destruction of the huge steel-reinforced concrete coaling tower and sanding facilities). And I well remember, as he did, the very last days of steam power on the MoPac. The last two used in the Gurdon yards was the Mikado 1276, alternating with the eight-wheeled switcher 9773, both oil fired. I was working at that time at a Cities Service Oil Co. bulk plant as delivery driver from a plant just a few feet from the MoPac scale track here at Gurdon. Among my other duties there was climbing up on the storage tanks at least twice a week to gauge the gasoline and fuel stocks. From that vantage point I photographed the 1276 switching nearby, it's headlight lens door unlatched and swinging open and closed. How sad it was to see such

wonderful machines neglected and in such sad state, worked to exhaustion, bound for scrap.

As I reread your letter of 9 April, and the photostat of my letter to you, I find I carelessly let a batch of misspelled words and poor punctuation slip by me. I hope this letter is more legible.

Not that I can answer all your questions about things down here but feel free at any time to contact me. (Travis Bell, 810 Old Whelen Rd, Gurdon AR 71743-1513.

P.S. About vegetation control on the Reader – we certainly used more than 2 jugs of weed killer concentrate, but more like 6 or 8 jugs, which represents a sizable expenditure, not counting our labor and other related costs.

*(Editor's questions – 1) When were the Reader rails pulled up from Camp DeWoody southward to Waterloo? 2) When was the last PUBLIC-INVITED excursion on the Reader? 3) What are the Reader's future plans? Will there ever be PUBLIC excursions on the line again? 4) Is the Reader Railroad listed on the National Register of Historic Places? 5) Can Arkansas Railroad Club members have a guided tour of the whole facility and roadbed some weekend? 6) Does Richard Grigsby, charter member of the Arkansas Railroad Club, still own the whole thing by himself or is ownership shared? (Mr. Grigsby has not been a member of our club for over 5 years). 7) I remember riding the Reader at night and woods were all around. Have all the trees been taken down by lumber companies?*

*I know Mr. Bell could probably answer many of these questions, but I wanted to see if others in our club knew any of the answers, too.)*



The photo at left was taken on the Reader on November 11, 1990 during a weekend excursion. It shows the tracks between Camp DeWoody and Reader with lots of trees on either side. Are these trees still here? *(Ken Ziegenbein photo)*

**MISSOURI  
PACIFIC  
LINES**

# TEXAS Eagle

Train 21 Southbound, Train 22 Northbound

**The Only Completely Streamlined Train Between**  
**ST. LOUIS—AUSTIN—SAN ANTONIO**  
**HOUSTON—GALVESTON**

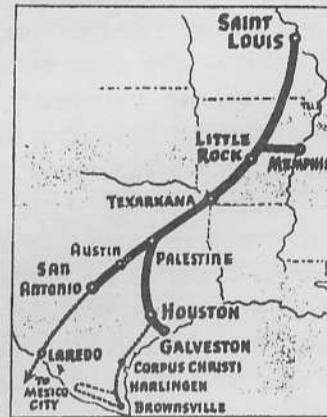
*No Extra Fare—Dining-Lounge Cars and all Coaches Radio Equipped*

Direct Connection at Houston with the Valley Eagle To and From

**CORPUS CHRISTI—LOWER RIO GRANDE VALLEY**

The Only Train Making Direct Connection at San Antonio To and From Mexico City

SOUTHBOUND (Read Down)	SCHEDULES	NORTHBOUND (Read Up)
5:30 PM Today.....Lv. . . . St. Louis . . . Ar.....		8:20 AM Tomorrow
12:10 AM Tomorrow.....Ar. . . Little Rock . . Lv.....		1:40 AM Tomorrow
3:00 AM Tomorrow.....Ar. . . Texarkana . . Lv.....		10:50 PM Today
6:30 AM Tomorrow.....Ar. . . Palestine . . Lv.....		7:20 PM Today
6:45 AM Tomorrow.....Lv. . . Palestine . . Ar.....		7:00 PM Today
10:00 AM Tomorrow.....Ar. . . Austin . . . Lv.....		3:43 PM Today
11:40 AM Tomorrow.....Ar. . . San Antonio . Lv.....		2:10 PM Today
6:50 AM Tomorrow.....Lv. . . Palestine . . Ar.....		6:55 PM Today
10:00 AM Tomorrow.....Ar. . . Houston . . Lv.....		4:00 PM Today
12:01 PM Tomorrow.....Ar. . . Galveston . Lv.....		2:00 PM Today
Lv. Memphis 8:30 PM (Train 201 to Little Rock), same arrival as above at Texas points.		
Ar. Memphis 6:30 AM (Train 202 from Little Rock), same departures from Texas points.		



Texas Eagle, Train 21, makes direct connection at Houston with the Valley Eagle, departing 10:45 A. M., for Corpus Christi, Harlingen and Brownsville. Valley Eagle arrives Houston 3:15 P. M., making direct connection with Texas Eagle, Train 22.

**Through Sleeping Cars Between**

- St. Louis and San Antonio
- New York and San Antonio
- New York and Houston
- Washington and Houston
- St. Louis and Galveston
- Memphis and Houston

**Through DeLuxe Coaches Between**

- St. Louis and San Antonio
- St. Louis and Houston
- St. Louis and Corpus Christi (Via Houston).

**TWO THROUGH DINING-LOUNGE CARS**

32-Seat Dining-Lounge Between

- St. Louis—San Antonio
- St. Louis—Houston

\*From Memphis to Little Rock on Train 201; From Little Rock to Memphis on Train 202

See reverse side for details of sleeping car and coach consist.

**NO BAGGAGE HANDLED on 21-22.** Baggage to Mexico points should be checked 48 hours in advance so as to be available at border, with passenger, for customs inspection.

**DIRECT CONNECTIONS AT ST. LOUIS**

SOUTHBOUND	ARRIVE	NORTHBOUND	DEPART	
The National Limited No. 1.....	1:00 PM	B.&O. . . . .	The National Limited No. 2.....	10:05 AM
The Diplomat No. 3.....	4:10 PM	B.&O. . . . .	The Diplomat No. 4.....	1:20 PM
Train No. 12.....	1:48 PM	C.B.&G. . . . .	Mark Twain Zephyr No. 43.....	8:30 AM
The Ann Rutledge No. 19.....	1:45 PM	G.M.&O. . . . .	The Abraham Lincoln No. 2.....	8:58 AM
The Alton Limited No. 1.....	4:55 PM	G.M.&O. . . . .	The Alton Limited No. 4.....	11:55 AM
The Daylight No. 19.....	4:00 PM	I.C. . . . .	The Green Diamond No. 22.....	9:00 AM
Dixie Limited No. 92.....	12:20 PM	L.&N. . . . .	Train No. 51.....	8:30 AM
		L.&N. . . . .	Dixie Limited-Georgian, No. 93.....	4:35 PM
The Knickerbocker No. 41.....	11:45 AM	N.Y.C. . . . .	Southwestern Limited No. 12.....	9:25 AM
Southwestern Limited No. 11.....	3:55 PM	N.Y.C. . . . .	The Knickerbocker No. 24.....	12:45 PM
"Spirit of St. Louis" No. 31.....	12:10 PM	Penna. . . . .	The American No. 66.....	9:00 AM
The Jeffersonian No. 65.....	1:40 PM	Penna. . . . .	The Penn Texas No. 4.....	10:15 AM
The Penn Texas No. 3.....	3:00 PM	Penna. . . . .	"Spirit of St. Louis" No. 30.....	12:30 PM
The American No. 67.....	4:15 PM	Fennu. . . . .	The Jeffersonian No. 64.....	1:00 PM
		Wabash. . . . .	BlueBird No. 24.....	8:55 AM
Banner Blue No. 11.....	4:35 PM	Wabash. . . . .	Wabash Cannonball No. 4.....	9:00 AM
Wabash Cannonball No. 1.....	5:05 PM	Wabash. . . . .	Banner Blue No. 10.....	12:00 Nn

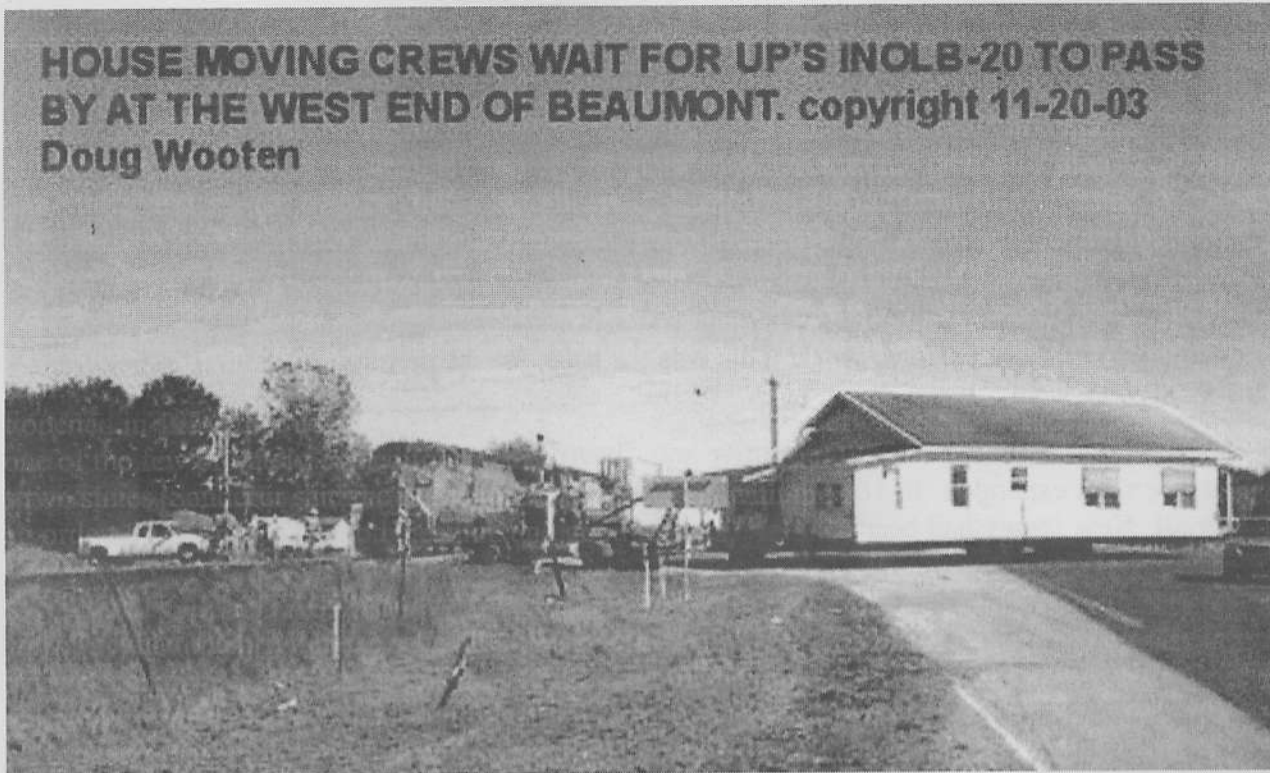
**DIRECT CONNECTION AT MEMPHIS**

WESTBOUND	ARRIVE	EASTBOUND	DEPART	
Florida Special No. 106.....	6:45 PM	Frisco . . . . .	Florida Special No. 105.....	10:20 AM
City of New Orleans No. 1.....	5:15 PM	I.C. . . . .	Northern Express No. 26.....	7:30 AM
Southern Express No. 25.....	5:40 PM	I.C. . . . .	City of New Orleans No. 2.....	1:55 PM
Train No. 103.....	4:50 PM	L.&N. . . . .	Pan-American No. 198.....	7:55 AM
City of Memphis No. 6.....	7:15 PM	N.C.&St.L. . . . .	City of Memphis No. 5.....	7:45 AM
Train No. 35.....	4:50 PM	Southern . . . . .	Train No. 36.....	8:00 AM

*This is No. 2 of a series of information bulletins (revised 5-15-52) concerning principal Missouri Pacific Lines Trains, issued for the convenience of traffic representatives, ticket sellers, hotel porters and others.*

Texas Eagle ad/condensed timetable, May 15, 1952. (Thanks to Philip Moseley)

**HOUSE MOVING CREWS WAIT FOR UP'S INOLB-20 TO PASS BY AT THE WEST END OF BEAUMONT. copyright 11-20-03  
Doug Wooten**



**A KCS SD60 AND A SD40-2M ON WESTBOUND  
TEX-MEX TRAIN AJAMXJ AT BEAUMONT, TX.  
copyright 12-02 Doug Wooten**



These photos were sent to me by Doug Wooten, UP Conductor in the Beaumont, Texas area and are printed in the *Railroader* with his permission. Please respect his copyright notice on the photos.

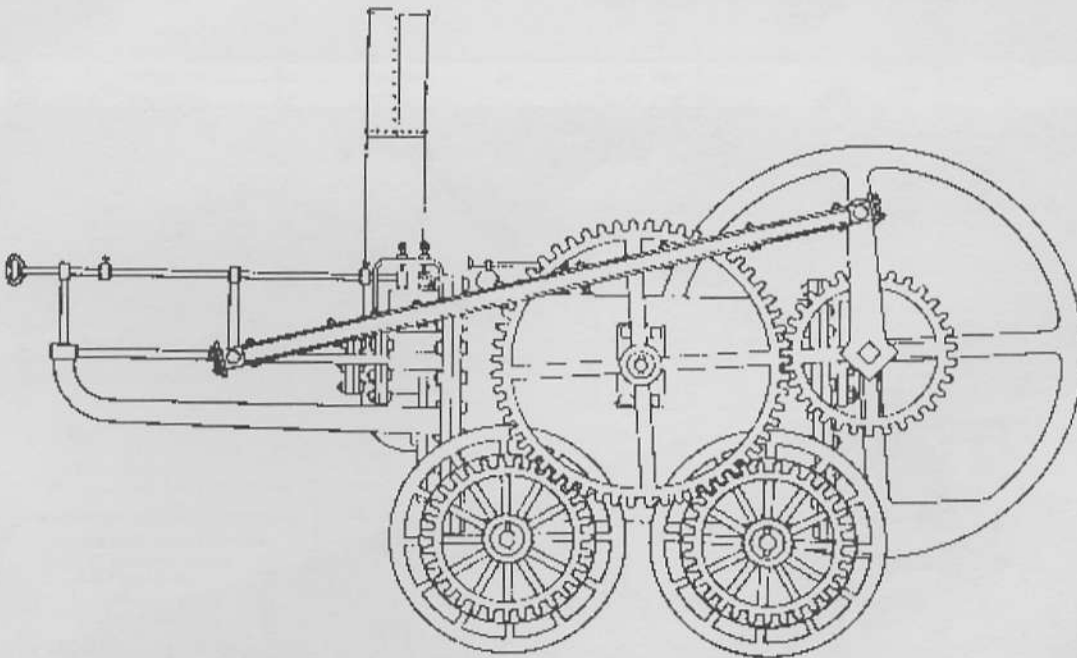
## COMPOUNDING LOCOMOTIVE STEAM

by: Gene Hull

In the realm of the history of railroading there have been many instances of amazing and interesting developments. Each phase of the industry has its own fascinating stories of creation, transformation, growth, ingenuity, development and adaptation. A more exciting and diverse, nation-forming, world-transforming industry is difficult to imagine. The entire industry was made possible by the amazing expansive force created by the transformation of water from its natural liquid state to an invisible gas called steam. It is said that the volume of water increases about 1,700 times when the water is converted to steam. Steam has a tremendous ability to perform work. This was the basis for the creation of the first steam locomotive.

It is acknowledged the steam locomotive was "born" in Great Britain, but its sphere of influence soon expanded. In 1825 there was one of the things near Hoboken, New Jersey. After all, New Jersey had been a full fledged state since 18 December 1787, 38 years earlier, and the baby nation of America had delusions of grandeur. Necessities should be supplied by parents.

1845 G.A.S.



*Steam power was introduced to the railway in 1804 by Richard Trevithick, a skillful British mechanic. His experimental locomotive of 1805 is shown above.*

*Steam power was introduced to the railway in 1804 by Richard Trevithick, a skillful British mechanic. His experimental locomotive of 1805 is shown above.*

Developments were progressing in the birthplace of the railroad. Rails were expanding, joining centers of commerce, and transporting products of prospering industries. Let America



ahead of, and in line with, the larger low pressure cylinder. This work was done at the Sheppard Iron Works at Buffalo, New York.

The high pressure cylinder was 12" in diameter with a stroke of 24". The low pressure one had a diameter of 24" and a 24" stroke. The specifications stated that any style valves could be used. The drawing shown in the patent includes rotary valves. The engine that was rebuilt had slide valves, and was an antiquated type. The cylinders on each side were separated by several inches, making the piston rod packing boxes easily accessible.

This bit of patent information reveals that the fledgling United States actually was ELEVEN years ahead of motherland Great Britain in the compound use of steam. This was true in many phases of railroading. This was true generally because of the vastly different conditions geographically.

The child pupil was a apt student. 🚂

THE SATURDAY EVENING POST

47

# PLYMOUTH

CHRYSLER MOTORS PRODUCT

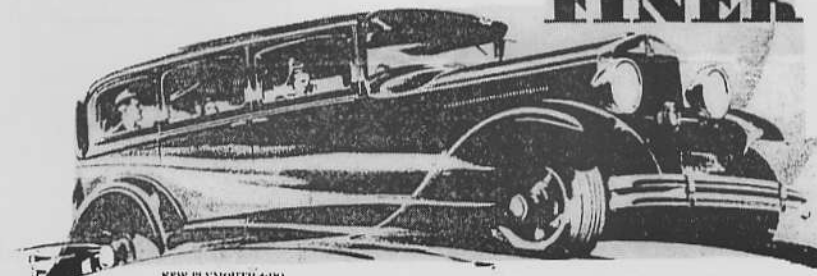
NOW BRINGS INTO THE LOWEST-PRICE FIELD THE  
LARGEST, FINEST, MOST IMPRESSIVE CARS EVER OFFERED  
AT SUCH LOW PRICES—NEW SPEED, NEW POWER.... SMARTER

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A new and impressive kind of beauty... with new-type, low-awing lines sweeping back from the new, high radiator and long, high hood... and French-type roof to accentuate its Continental smartness.

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#### PRICES\*

4-Door Sedan, 1-in. lower, \$625; Coupe, \$590; Roadster (top & seat), \$610; Coupe (convertible top), \$625; \*series, \$625. F. O. B. Factory.

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