

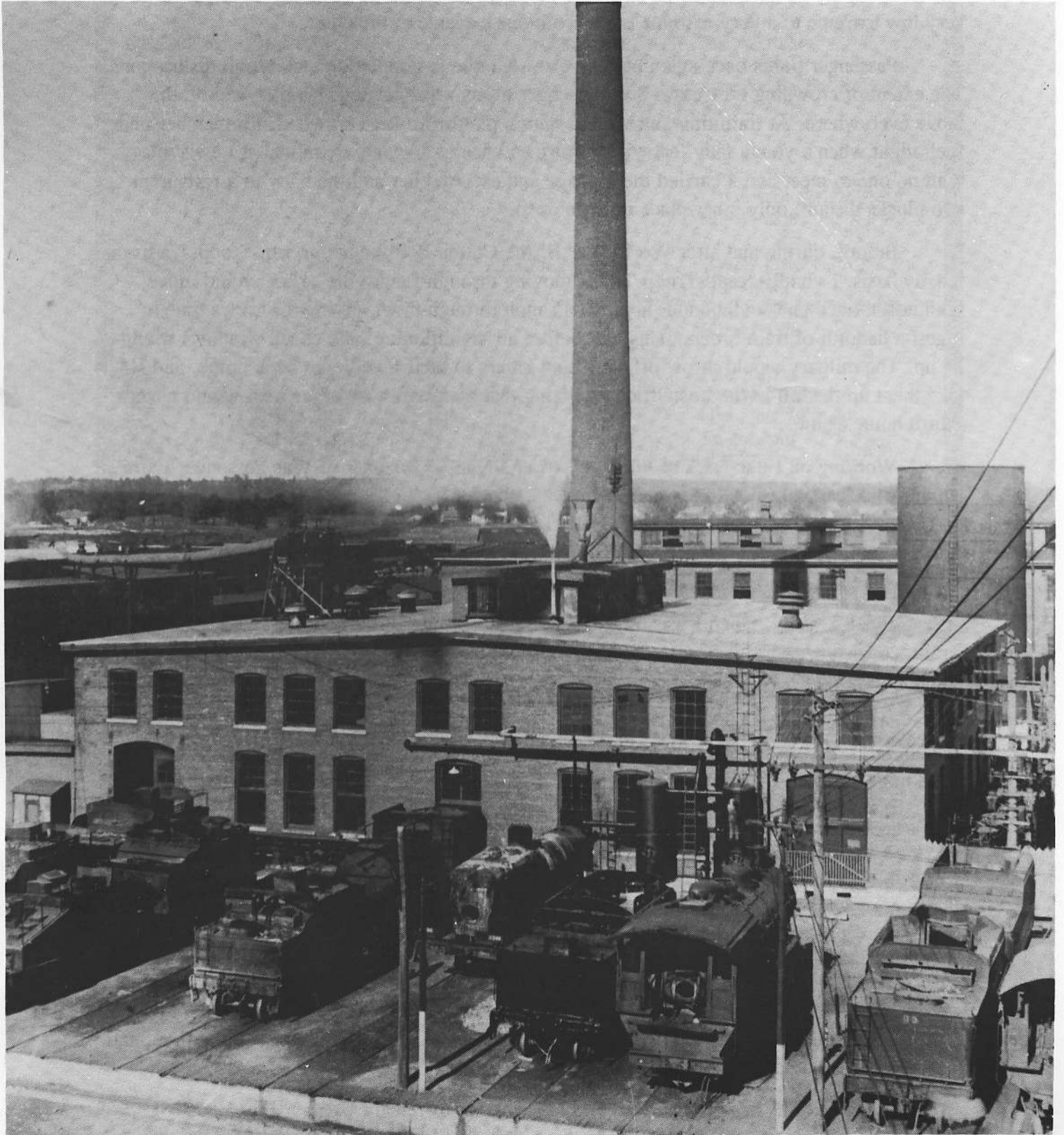


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 25 NUMBER 7 JULY 1994



COVER PHOTO - Missouri Pacific roundhouse in North Little Rock in 1921. (*Arkansas Railroad Club collection of Earl Saunders*)

REMEMBERING WORLD WAR II

BY: P. B. Wooldridge

From the Great Depression to World War II, the American economy swung from a very low extreme to a very extreme high, from one extreme to the other.

Passenger trains once again became crowded due to population moves and dislocations. The extent of crowding on Cotton Belt passenger trains was amazing. People were on the move everywhere. At train time once again station platforms were crowded. I remember one such night when a young lady, carrying a baby and heavy luggage, detrained at Lewisville, with no one to meet her. I carried the luggage and escorted her and the baby to a restaurant two blocks distant, only other place in town open.

Before, during and after World War II, the Cotton Belt seemed to run Troop Trains on a daily basis. I vividly recall Troop Trains moving through Lewisville. They would move, both northbound and southbound, at about 15 mph through town, giving the crews time to digest a handful of train orders. This was before air conditioning, and coach windows would be up. The military would throw off cards and letters to their loved ones back home, and I'd take them up the hill to the PostOffice, realizing that many of those brave men would never return home again.

Working on First Trick at Fordyce Tower I recall a Prisoner of War Passenger Extra southbound, carrying Field Marshall Rommel's North African forces, to a prison of war camp in Texas. It was a hot summer day, and the coach windows were secured 3 inches high, affording a little air conditioning. Armed Military Guards were stationed in the vestibules of each coach, to avoid any possible escape.

Finally, sadly, when I was on Third Trick at Jonesboro, the railroad ran a Funeral Train, consisting of baggage cars, carrying remains from the European Theater, moving southbound.

On Third Trick McNeil, I issued my longest passenger ticket, to a young wife travelling to meet her husband, an inductee in an Army Camp somewhere in Georgia. The ticket involved four different railroads, with taxi transfers between the different railroads. It was a round-trip ticket, and when I held it up, it was over five feet long.

I was never fond of selling tickets. As I extended the ticket through the ticket window, I said, facetiously, to the young lady: "Please let me know if you make it." She dropped by the depot several weeks later, and told me she had made the trip without incident, and I was very relieved.

At McNeil, we also handled tickets for those who drove over from Magnolia. What I always dreaded were those passengers who would show up at the last minute, at train time, and ask for an interline ticket. Checking train schedules and issuing tickets required time, and you always had other duties to perform.

Today all this has disappeared. Only the memories remain. ~~There~~

1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>PRESIDENT</u> -	Matt Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627	<u>VICE-PRESIDENT</u> -	Tom Shook 1716 Alberta Dr Little Rock AR 72207-3902 501-225-8955
<u>TREASURER</u> -	Dick Byrd 12 Flintwood Dr Little Rock AR 72207 501-225-7354	<u>SECRETARY</u> -	Sharon Ritchie PO Box 2893 Russellville AR 72801-2893 501-967-6627
<u>EDITOR</u> -	Ken Ziegenbein 905 Valerie Dr N Little Rock AR 72118-3160 501-758-1340	<u>NATIONAL NRHS DIR</u> -	Dick Davis PO Box 45316 Little Rock AR 72214-5316 501-378-8338
<u>HISTORIAN</u> -	R. W. McGuire 114 Rice St Little Rock AR 72205 501-375-1738	<u>BOARD</u> -	Stanley Wozencraft '94 PO Box 1938 Little Rock AR 72203-1938 501-664-3301
<u>BOARD</u> -	Robin Thomas '95 10980 Rivercrest Dr #26 Little Rock AR 72212-1412 501-225-1952	<u>BOARD</u> -	Peter Smykla '96 2800 West 37th Pine Bluff AR 71603 501-535-4724
<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, JULY 10 at Twin City Bank in North Little Rock at 2 p.m. The program will be given by DICK DAVIS and will be on the June national NRHS convention in Atlanta. Refreshments will be served.

The August program could be a trip to the D&R in Russellville to celebrate that road's 111th birthday OR it could be David Johnston's program on the GM&O. Be at the July 10th meeting to find out. Also, the September meeting will be on Switzerland's narrow gauge by Paul Moon and Bill Springer. Then in October, Ken Ziegenbein will show 8-mm movies of Rock Island in Arkansas taken in the late 1970s, plus other movies of various subjects taken in the 70s and early 80s. Note that these future programs could change over time.

SHOWSALE HELP WANTED - For the past few years, I (Ken Ziegenbein) have been keeping a mailing list of Show and Sale vendors and potential customers on my computer. I would like for someone else to take this over, as it is a big task to keep the lists up to date. It's



a big enough task just to keep our club's membership list updated, and adding the hundreds of names on our Show & Sale list is becoming too time consuming. Do I have the time to do this? Yes. Do I want to anymore? NO. If you'd like to keep this list updated, and be able to print labels (you'll get help with the actual mailouts), please let me know. Write to me at PO Box 9151, North Little Rock AR 72119 or phone me at 501-758-1340.

ALSO, we need another person to head up the Show&Sale committee, John Hodkin will not do this next year. If we do not get volunteers to do these things, they will not get done and we won't have a show. THANKS A LOT.

1995 CALENDAR PHOTOS WANTED - JULY 10 DEADLINE! - Remember that July 10th is the deadline for photo entries for our 1995 calendar. Please bring them to the meeting or mail them to the club by that meeting. We will judge which ones will be included at that meeting, so any photo received after the meeting will not be included. The format and picture types will be similar to last years . . . that is, we will have a contest of photo entries, picking 13 to go into the 1995 calendar (there will be a cover photo this time).

Send your entries to Photos, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They will be returned after the calendar is printed.

SSW EMPLOYEE'S TIMETABLE WANTED - Member P.B. WOOLDRIDGE desperately needs an Employee's Timetable of the St. Louis Southwestern Railway Company, covering the years (one of these years only) 1942, 1943, 1944 or 1945. He's willing to pay dearly for it. He only wants ONE, not each year. If you have one, contact him at PO Box 716, Lewisville AR 71845-0716 or call him at 501-921-5354.



CHRISTMAS PARTY SET - Now that its hot and humid, lets think about snow and Christmas dinners. Mark your calendar for December 10, a Saturday, at 6 p.m.at the Camelot Hotel in Little Rock. The dinner will be around \$15 and the speaker will be author and club member for many years, James Fair of Austin, Texas.

ARGENTA DEPOT VOLUNTEERS NEEDED - We need volunteers to help clear trees and bushes from, as well as the inside of the old Rock Island Argenta depot in North Little Rock, the city's only remaining depot. The city has given us permission to do the cleaning. JOHH HODKIN, JR, who has worked hard to help preserve this depot, says to call him at 501-945-2128. The date will be sometimes this summer.

FINAL MONTH TO ORDER CLUB SHIRTS - Back a couple of months ago, you received coupons for getting Arkansas Railroad Club Golf-shirts. Orders have been lackluster, and if there isn't a rush of orders soon, they won't be made. This is your final month to order them. Costs are \$15 each, any size, postpaid. These are blue and have a pocket on the front. Send orders to the club at PO Box 9151, North Little Rock AR 72119. HURRY. Should we not get any more orders, those of you who have already ordered will get your money back.

REMEMBERING - JOEL BOUCHER, who publishes the excellent *The Mixed Train*, comments on Mayflower, Arkansas and Missouri Pacific in the 1970s: "Mayflower in the 1970s was where MP would trade out consists of north or westbound trains with counterparts. North Little Rock would gather up engines marked for shopping (wide variety of models) and put them on an outbound. At Mayflower, the two trains would swap power,

the serviceable engines out of Kansas City or Pueblo going back that way, the "shoppers" back to North Little Rock. I heard so much about Mayflower over the dispatchers phone on the MP in Omaha, Nebraska, when on a 1982 trip to Little Rock, I purposely made a pilgrimage to Mayflower. (No need to mention the dog that bit me)." (*Joel Boucher edits The Mixed Train, Camerail Club, 3031 Fourth Ave, Council Bluffs IA 51501. Current dues are \$5 a year*)

"TRACKS AHEAD" BACK - PBS is once again broadcasting the railroad series "Tracks Ahead" on Thursday afternoons at 1:30. It began June 9.

MEMBER PROFILE - CHUCK CRISLER of Arrington, Tennessee is a license plate collector and a railfan. He collects old road signs. He grew up in Lafayette, Louisiana and moved to Greenwood, Arkansas in 1974 in time to watch them tear up the Rock Island. He moved to Fayetteville in 1987 then Memphis in 1989 and Franklin, Tennessee last year.

NEWS FROM BART - Barton Jennings, our former President now living in Knoxville, Tennessee, went to China in early June, taking 80 rolls of slide film and 12 of print with him. - He said that RailTex was awarded the Central Vermont in late May, making it a rather large shortline company. - NS was fined by the EPA and other federal agencies recently for \$6 million because an employee dumped several hundred gallons of paint on the ground. The man was sentenced to a year in federal prison and his boss to 6 months.

ARKANSAS RAIL NEWS

PETITION DRIVE TO SAVE RAILROAD - (Glenwood) - Petitions to keep the former Missouri Pacific railroad open from Gurdon to north of Glenwood near Caddo Gap were circulated in Pike County during May. This petition would be given to the ICC, which will decide this summer whether or not to let the owner, Arkansas Midland Railroad, abandon 50 of the line's 54 miles (the only part AMR wants to keep is the 4 miles near International Paper at Gurdon). On March 28, the ICC issued an emergency order authorizing another short line, the Caddo, Antoine and Little Missouri (CALM) to make repairs and provide emergency service on this line for six months (to September 28).

The ICC could rule three ways: 1) Let the AMR abandon the line; 2) AMR could keep the 4 miles near Gurdon and sell the remainder to CALM; or, 3) let CALM obtain the entire line. Shippers on the line (Gifford-Hill of Antoine, Barksdale Lumber in Amity, Bean Lumber Company in Glenwood, and Genstar Roofing Products in Caddo Gap) are adamant to keep the line open. They joined together to recruit William K. Robbins, owner of the D&R and the Ouachita Railroad, to operate CALM (O.K. Bill, OUCH **AND** CALM?). They said a shutdown of the line would have a devastating effect on the county's economy.

Currently, the line has speed limits of 5 mph, and Robbins wants to upgrade to 20 mph. He said he already has \$700,000 lined up for improvements.

A modern history of the line: ● Arkansas Midland buys the 54-mile line from Missouri Pacific on March 2, 1992 and purchases three other shortlines. ● On December 3, 1993, waters flood the tracks and AMR says damage is too bad, so it discontinues service north of Gurdon. ● On December 16, 1993, AMR files a formal embargo notice from milepost 447 to milepost 479.2. During this time, owners of the affected businesses try to convince AMR to keep the line open. ● On February 18, AMR proposes to abandon all but four miles of the line. ● March 21, CALM files a proposal to buy the entire line. ● March 28 the ICC issues



its emergency order, allowing CALM to operate the line for 30 days, later extended to six months. ● CALM says that the entire cost of repairing the flood damage was only \$10,000 and took only one week to make. ● On April 12, the ICC formally accepted CALM's application and gives them until June 13 to file supporting comments. (*Glenwood Herald, May 5, 1994 by Mike McCoy*)

It is a beatious evening .. calm and free. (headstone marking at Arlington National Cemetery seen on a recent trip there. The tour guide also said that it will be full by the year 2020.)

819 TRIPS ON OR OFF? - As of June 12th, the October trip of the 819 to Tyler, Texas was still a possibility, but not if Southern Pacific doesn't give an exemption to its CSX-copying \$200 million insurance requirements for such trips. Should that high insurance premium be retained, there will be no trips for the 819 or other SP steam engines, like the 4449, anytime soon.



ARKANSAS ROCK ISLAND GROUP - If you like the Rock Island and its history, plans are to start a Rock Island group in Arkansas. The first meeting will occur on JULY 23 at the North Little Rock Community Center on Willow Street in North Little Rock, generally across from the Pershing Street Post Office. The community center has been reserved from 11:00 a.m. to 5:00 p.m.

For more information, contact Bill Pollard, 32 Fair Oaks, Conway AR 72032 (501-327-7083, home) or David Crofts, 8828 S Graphic Dr, Alma AR 72921 (501-997-8964, home). (This new group is not to be confused with the current former Rock Island employee group which meets monthly)

NEW INTERMODAL TERMINAL - (West Memphis) - Union Pacific will build a new intermodal terminal near Southland Greyhound Park in West Memphis. This new facility offers easy access to Interstate 40. Construction will begin late this year. (*Memphis Business Journal, May 20 via Don Weis*)

819 TRAIN ORDERS DONATED - P.B. WOOLDRIDGE, club member, donated a set of three train orders written for engine 819 to the Arkansas Railroad Museum in Pine Bluff. He is also a member of the Cotton Belt Rail Historical Society. The orders are displayed next to the engine in the museum. (*Cotton Belt Star, June 1994*)

U.P. FOUNDATION will donate \$378,500 to various non-profit organizations in Arkansas this year.

DERAILMENT - (Chidester) - On May 15, a southbound Union Pacific train derailed four cars near Chidester. The train was traveling at 30 mph when it hit a section of track washed out by heavy rains. (*Camden News, May 16*)

GENERAL RAIL NEWS

DEPOT PRESERVATIONS - (Independence, Missouri) - If plans go as stated, the city of Independence may see two depots restored in that city. One is the famous Truman depot

which Harry Truman used in his 1948 Presidential campaign. The other is the 1879 Chicago & Alton Depot, which would be moved to the National Frontier Trails Center. The Gateway-Western Railroad has proposed to tear this depot down. (*Kansas City Star, May 26, 1994 by Greg Clark via Fred Rick*)

To cut your lawn one time, your lawn mower emits as much pollution as a car on a 300-mile trip. (Richard Mason, Arkansas Times, May 26, 1994)

OPEN LETTER - (Lees Summit, Missouri) - Mark Davis, Public Relations, Union Pacific, on May 27 published a letter to the owners of homes along the former Rock Island right-of-way in Lees Summit and Raytown regarding the proposal for UP to reopen the line for its coal trains. The line has been unused for over 10 years, and Southern Pacific, who owns it, wants to officially abandon it. UP has sought to buy it. Homeowners don't want it reactivated, since they've built up right next to the old track.

In Davis's letter, he states: "the right-of-way never was abandoned as a railroad corridor. It is unfortunate that zoning restrictions, which are supposed to protect buyers from these situations, did not seem to work...It is our policy to conduct our public business in an open and thoughtful manner and we intend to do so in this case." UP is still interested in the line. (*Kansas City Star, May 27 via Fred Rick. I will print a detailed history of this situation written by Fred in a future newsletter*)

LOCOMOTIVE STAMPS - On July 28, the USPS will issue a book of 20 stamps, depicting old steam engines. First day issues will go on sale at Chama, New Mexico, home of the Cumbres & Toltec Scenic Railroad. (*Cinders, Philadelphia Chapter, June 1994*)

UNSAFE COMMUNICATIONS? - The United Transportation Union says that railroad communications are poor. It cites defective locomotive radios, engine noise problems, unsafe radio procedures, radio ranges too small, overcrowded frequencies, trackside detectors often override radio communications. (*UTU News, May 1994*)

21ST CENTURY LIMITED - Ross Rowland's proposed 21st Century Limited, a traveling exposition displaying major accomplishments of the 20th century, got a sponsor recently, Chrysler Corporation. The exposition will be moved by a train pulled by a new high-speed locomotive and a steam locomotive. It will run for four years, go to 125 cities and cover 48 states, costing about \$40 million. The *Limited* will start its trip in south Florida in January 1996 and tour the country until December 1999. (*South Side Journal, April 10, 1994 via Mel Nierdieck via The Gateway Railletter, St. Louis Chapter*)

SHORT-SHORT LINE - (Crawford, Nebraska) - The Nebkota Railway, operating over the west end of Chicago & North Western's abandoned Cowboy Line between Crawford and Gordon, Nebraska, started service on March 9, 1994 with hopes of excursion and dinner trains and seasonal freight service. The line shut down on April 7. (*Diamond Newsletter, Great Plains Chapter, May 7, via the Gateway Railletter*)



RAILROAD DEGREE OFFERED - (Overland Park, Kansas) - Johnson County Community College is offering a railroad operations associate's degree. The course will prepare you for a career in railroad dispatching, conducting or electronics. They're located at 12345 College Blvd, Overland Park KS 66210-1299, (913-469-8500) (*Jerry Nunn*)



KCS FOR SALE? - Rumors are that the Kansas City Southern Railway may be for sale. According to Kansas City Southern Industries on May 19, they said the railroad may be sold so the company could concentrate on its data processing systems. The railroad, valued at up to \$2 billion, would probably be bought by one of these lines: Burlington Northern, Norfolk Southern, Santa Fe or Canadian Pacific. The KCS earned \$47.9 million net for the company last year, more than a third of KCSI Industries income. KCS serves the coal-fired Flint Creek Power Plant in northwest Arkansas. KCS is one of the most successful regional railroads left in the country, according to club member Bill Bailey. (*Kansas City Star, May 20 via Jerry Nunn and the Arkansas Democrat-Gazette via Jonathan Royce*)



DURANGE & SILVERTON FARE INCREASE - (Durango, Colorado) - The Durange & Silverton narrow gauge in Colorado will have a 15% fare increase this year, the first in three years. Adult fares are now \$42.70. (*Intermountain News via The Green Block*)

LONG RUNAWAY - (Peosta, Iowa) - On Tuesday, December 21, 1993, a westbound Chicago Central empty coal train was making a pickup of cars at Peosta, Iowa. When they returned to the main line, all 104 of the empty hoppers were gone! They had rolled eastward for 13 miles to Wood interlocking on the south side of Dubuque where they slammed into the side of a northbound CP Rail America train. (*Turntable Times via The Green Block*)



BN TRAIN PILEUPS - (Thedford, Nebraska) - Three Burlington Northern coal trains piled up in a chain reaction collision near Thedford, Nebraska on June 8, killing two crewmen. An eastbound BN train plowed into a second one that was stopped. Then there was a second crash when cars from the first collision blocked the next track and a train coming from the other direction struck them. The lead eastbound train had stopped to let the westbound pass on the other track. (*Arkansas Democrat-Gazette via Jonathan Royce*)



AMTRAK NEWS

CLAYTOR'S FINAL TRAIN - Graham Claytor, president of Amtrak until recently, died in May 14 at 82. His remains were carried on board the northbound *Silver Meteor* from Tampa to Washington on May 16, passing the site of the southbound *Silver Meteor's* derailment near Selma, North Carolina only hours before that derailment occurred. Amtrak sent the *Beech Grove* to Tampa to return his family north, with his remains riding in baggage car 1208. Sleeper 2461, *Silver Crag*, was also assigned to carry his family. Mr. Claytor's last ride home to burial in Roanoke, Virginia, fittingly, was on the rear of Amtrak #19, the *Crescent* to Lynchburg aboard Norfolk Southern office car *Claytor Lake*, where a special NS move carried the office car to Roanoke. Barton Jennings, our former president, said that the Claytor brothers will be remembered as long as steam locomotives run on the NS. (*Cinders, Philadelphia Chapter, June 1994 and Over the Derail by Bart*)



TOUGH ON DELAYS - Amtrak President Thomas Downs said the road was going to start publishing the on-time performance of its commercial carriers, the freight railroads. He said, "Now, to some, we are merely a nuisance, and that can't be allowed." (*Cinders, Philadelphia Chapter, June 1994*)

TRANSPORTATION FEDERAL SPENDING UNEVEN - NARP reports that Federal spending on aviation increased by 97 percent and on highways by 25 percent from 1982 to 1991, measured in inflation-adjusted dollars. Meanwhile, spending on intercity rail passenger service FELL by 36 percent. (*Cinders, June 1994*)

KANSAS CITY UNION STATION should be used by Amtrak, said Amtrak president Thomas Downs. He thinks that renovating of the station should include transportation, not just museums. People expect to arrive in cities at a train station, not trailers. Downs used to have a part-time job pitching mail sacks onto trains in Union Station. (*Kansas City Star, May 16 via Jerry Nunn*)

ANOTHER POINT OF VIEW ON AMTRAK'S BOTTOM LINE - BILL POLLARD - "The May 1993 *Arkansas Railroader* contained a brief news article which implied that Northeast Corridor services were breaking even or profitable, while long-distance services were losing money. These comments originally appeared in Amtrak's 1993 Annual Report in a effort to further the myth that the Northeast Corridor is profitable, simply because it carries a large number of passengers. Amtrak's posture on the corridor is reminiscent of the old railroad joke, wherein a general manager of a Class I carrier once bragged 'We lose \$2.00 a carload on that traffic, but we make it up on the volume.'

In the March 1994 issue of *Railway Age*, Amtrak spokesman Cliff Black states that the Northeast Corridor loses about \$250 million per year. The \$250 million figure may be understated, but even if accurate, this means that the entire national system, outside of the corridor, is operating with \$100 million annual subsidy. (Amtrak's total operating deficit for 1993 was \$351 million). Black also states that 'Turning over fiscal responsibility for the NEC to some other entity would indeed take its huge costs off Amtrak's books and free the company to use the savings to expand elsewhere, assuming those savings were passed on the Amtrak.'

Viewed from another perspective, the long distance (and other non-NEC trains) generate about 70% of Amtrak's total ticket revenue, while requiring only 30% of Amtrak's total subsidy. Northeast Corridor revenues generate only 30% of Amtrak's total ticket revenue, while being responsible for 70% of the subsidy requirement.

The result of this deliberate corporate bias toward the Northeast Corridor is that whenever Amtrak is forced to reduce service, service is invariably reduced on long-distance routes where there is less political fallout. Last November, the *Texas Eagle* was cut from daily to tri-weekly, even though it was one of Amtrak's more productive routes, with a great percentage of high dollar fares involving trips to Chicago and Los Angeles and beyond. In terms of ridership, the dailey *Texas Eagle* was carrying more passengers, per month, than many other long-distance routes, including even the *Auto Train* which Amtrak singles out as earning a profit. At the time our train was downgraded to tri-weekly service, Amtrak claimed that it was 39th out of 43 routes in a revenue to cost comparison. Given the high ridership, the proper management approach would have been for Amtrak to get the operating expenses of the train in line, by improving the dismal (20-30%) on-time performance and by shortening the running time between endpoint terminals. These improvements would have significantly



dropped the train's total coast (by eliminating excessive onboard crew costs, overtime, and expense of passenger misconnects), placing the *Texas Eagle* in a much more favorable position compared to the remainder of the system."

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

SPRINGDALE, ARKANSAS - Ozark Scenic Railway, through next Fall - Passenger trips on the Arkansas & Missouri Railroad between Springdale and Van Buren over the former Frisco line - shorter trips also available as is one from Van Buren to Winslow - for the latest schedules and fares, call the A&M in Springdale at 501-751-8600, 1-800-687-8600 or 800-452-9582. Write to Arkansas & Missouri Railroad, 107 N Commercial St, Springdale AR 72764 or if getting on in Van Buren, the Old Frisco Depot, 813 Main St., Van Buren AR 72956. Credit cards accepted.

BRANSON, MISSOURI - The Branson Scenic Railway runs 1½ ex ursions into Arkansas over former Missouri Pacific tracks (White River Line) evaryday except Tuesdays - currently they run 4 southbound trips a day, 8:30 a.m., 11:00 a.m., 2 p.m., 4 p.m. - call 417-334-6110 for fares and schedule changes - they use former *California Zehpyr* dome coaches.

BELTON, MISSOURI - Short weekend trips out of Belton behind famous Rock Island "E-unit #630 through the Summer and early fall - contact the Smoky Hill Railway, 502 Walnut Street, Belton MO 64012-2516 for times and prices.

SANTA FE, NEW MEXICO - The Santa Fe Southern operates the former Santa Fe branch from Santa Fe to Lamy, New Mexico and operates a freight train open to passengers on Tuesdays, Thursdays, and Saturdays. Call 505-989-8600 for information. (*The Gateway Railletter, May 1994*)

KANSAS CITY, MISSOURI - July 16 & 17, 1994 - The Great American Train Show, Bartle Hall, noon - 5 p.m. - For more information, contact GATS LTD, PO Box 1745, Lombard IL 60148 or call the Great American Train Show at 708-834-0652.

PADUCAH, KENTUCKY - August 11-14, 1994 - Illinois Central Railroad Historical Society's 15th annual convention and show. The dealer show will be August 13, 9 a.m. - 4 p.m. - There will be tours of rail locations around Paducah August 12 and a banquet will be held at 7 p.m. August 13. - Tables are \$20 - For more information or to order tables, contact Mark L. Miller, 1204A West Central, Marion IL 62959-1022 or call 618-997-5788.

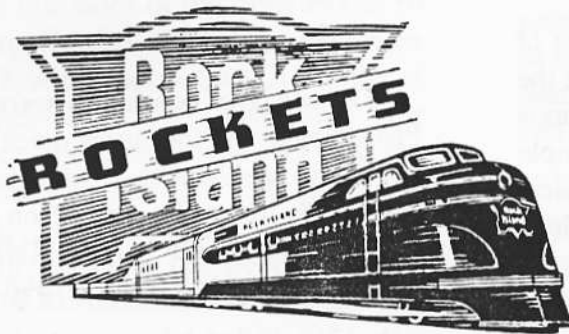
COUNCIL BLUFFS, IOWA-KIRKWOOD, MO - August 27, 1994 - "Missouri River Eagle Special" will operate one way between Council Bluffs, Iowa and Kirkwood, Missouri through Kansas City. Special will be pulled by UP's E units and UP's streamliner fleet. - Will run over rare-mileage Omaha-Kansas City former MoP tracks part of the way. -Several stops will be made in route, so cost varies, but total one-way cost Council Bluffs-Kirkwood (outside of St. Louis) is \$230. There will be a bus back to Council Bluffs. - For more information, contact Cameral Club, PO Box 79, Columbus NE 68601 and send a stamped envelop or call 402-563-



1624 evenings.

ST. LOUIS, MISSOURI - September 3-4-5, 1994 - Union Station Centennial will have Union Pacific's "City of St. Louis" on display, featuring UP's rebuilt E-units and cars.

KANSAS CITY-GLASGOW, MISSOURI - September 17, 1994 - Rare-mileage excursion on the Gateway Western - Kansas City-Glasgow, Missouri and return, pulled by Operation Lifesaver-painted engine - line is formerly CMW, ICG, GM&O, C&A - leaves Kansas City 8:30 a.m., arriving back in Kansas City about 6:00 p.m. - \$145 roundtrip - contact Al Bowmaster, Kansas City Chapter NRHS, 5038 North Kensington, Kansas City MO 64119-3605 or call 816-224-6962 except on Sundays and Mondays. ~~1994~~



9-26-37

Now...
IN SERVICE

AMERICA'S Newest-Finest

Brilliantly colorful, luxurious, f-a-s-t

The Rockets are streamlined of stainless steel, Budd built, Electro-Motive Diesel powered, and luxuriously appointed. Equipment includes parlor-lounge cars, dinettes, reclining seat coaches—all radio equipped and air-conditioned throughout.

Chicago-Peoria

(Double Daily Service)

SCHEDULE			
<i>Southbound</i>		<i>No. 501</i>	<i>No. 503</i>
Lv. Chicago . . .	11:00 AM		7:00 PM
Lv. Englewood . .	11:09 AM		7:09 PM
Ar. Ottawa . . .	12:18 PM		8:18 PM
Ar. La Salle . . .	12:33 PM		8:33 PM
Ar. Peoria . . .	1:40 PM		9:40 PM
<i>Northbound</i>		<i>No. 502</i>	<i>No. 504</i>
Lv. Peoria . . .	7:00 AM		3:00 PM
Lv. La Salle . . .	7:59 AM		3:59 PM
Lv. Ottawa . . .	8:14 AM		4:14 PM
Ar. Englewood . .	9:28 AM		5:28 PM
Ar. Chicago . . .	9:40 AM		5:40 PM

Chicago-Des Moines

SCHEDULE			
<i>No. 505</i>		<i>No. 506</i>	
5:45 PM Lv. Chicago .	Ar. 1:15 PM		
5:54 PM Lv. Englewood .	Ar. 1:04 PM		
8:30 PM Lv. Moline .	Ar. 10:28 AM		
8:34 PM Lv. Rock Island .	Ar. 10:24 AM		
8:40 PM Lv. Davenport .	Ar. 10:16 AM		
11:45 PM Ar. Des Moines .	Lv. 7:15 AM		

Minneapolis-St. Paul

SCHEDULE			
<i>No. 507</i>		<i>No. 508</i>	
12:20 PM Lv. Minneapolis .	Ar. 7:20 PM		
12:55 PM Lv. St. Paul .	Ar. 6:45 PM		
2:51 PM Lv. Albert Lea .	Ar. 4:42 PM		
3:36 PM Lv. Mason City .	Ar. 3:55 PM		
5:28 PM Ar. Des Moines .	Lv. 2:01 PM		
<i>(Grand Ave. Station—East Des Moines)</i>			
9:45 PM Ar. Kansas City .	Lv. 10:00 AM		

Dallas-Ft. Worth and Houston

Burlington-Rock Island R. R.

SCHEDULE			
<i>Southbound</i>		<i>Texas Rocket</i>	
		<i>No. 17</i>	
Lv. Ft. Worth			7:15 AM
Lv. Dallas			8:15 AM
Ar. Houston			12:25 PM
<i>Northbound</i>		<i>Texas Rocket</i>	
		<i>No. 18</i>	
Lv. Houston			4:30 PM
Ar. Dallas			8:40 PM
Ar. Ft. Worth			9:30 PM

The Rockets are not excess fare trains. However, all seats, both coach and parlor lounge, are reserved, individually assigned in advance and sold by numbers. Tickets sold at regular coach fares are honored in coach seats but passengers having accommodations in parlor lounge must hold transportation good for parlor car travel.

ROCK ISLAND TRAVEL BUREAUS IN ALL PRINCIPAL CITIES

(BILL POLLARD COLLECTION)



THE LIBERTY BELL WRECK

by: Gene Hull



LIBERTY BELL - WILLIAM PENN - PHILADELPHIA - INDEPENDENCE HALL. All of these were significant in the birth and formation of our nation, and are involved in leading up to the subject of our story.



In 1644, a son was born to Admiral Sir Wm. Penn, near the Tower of London. Penn was a staunch member of the Church of England. The son was named William, also, and became religiously inclined, but not toward the Anglican Church. He was attracted to the Puritans, and soon became a little rabble-rouser.

In 1662, young William was kicked out of Oxford University for religious reasons. At the age of 24 he was converted to the religious faith of the Society of Friends. These people were called Quakers, because of the physical tremors that allegedly seized them in religious frenzies.

For several years William Penn and the Quakers battled for religious freedoms in England, but to no avail. Their attention was diverted to the American colony of New Jersey between 1675-1680. In 1674, Penn and many of the Quakers had purchased the western half of this colony, where there was a large mixture of ethnic and religious groups. In consideration of some claim Penn had against Charles II, King of England, Penn was granted a charter to about 44,000 square miles of land in America. This was a beautiful, wooded land, and was known at Penn's sylvan land. This became the colony of Pennsylvania. The next year an additional grant of 2,000 square miles became the colony of Delaware.

Penn spent two years, 1682-1684, in Pennsylvania, while he founded and planned the town of Philadelphia, the City of Brotherly Love. He visited the colony again in 1699-1701. With the Quaker influence, the idea of individual freedom was transferred to political freedom. In 1712, Penn almost surrendered his colony to the King for some unknown reason, but he was stricken with apoplexy and lost his

memory completely.

The seeds of revolution were planted at Philadelphia, and they grew quickly. Penn did not live to see them bear fruit. He died on 31 July 1718. Before he died, Penn had written the FRAMES OF GOVERNMENT for Pennsylvania in 1682-1683, 1696 and 1701.

By 1750, Philadelphia was the largest city in the American colonies, and the second largest in the British Empire. In 1732, a two-story, red brick statehouse was built at Philadelphia for the government of the colony of Pennsylvania. It was a beautiful example of Georgian style architecture.

In 1750, the Philadelphia assembly authorized the erection of a special building at the front entrance of the statehouse to provide a staircase to the second floor. It was to have a suitable place to hang a bell. On 16 October 1751, the Assembly authorized a bell to be cast in Britain.

On 1 November 1751, an order was issued for a bell weighing about 2,000 pounds and casting approximately L100 sterling. It bore the following inscription - "By order of the Assembly of the Province of Pennsylvania for the State House in the City of Philadelphia." Beneath there was inscribed - "Proclaim Liberty throughout all the Land unto all the Inhabitants Thereof. Lev. XXV:10."

The bell arrived 1 September 1752, but early the following March the bell cracked as it was being rung. It could not be returned to Britain because the ship captain would not accept it. A new one was cast at Philadelphia by John Pass and Charles Stow, Jr. and was hung in the State House November 1753. It weighed 2,080 pounds; was 12 feet around the lip and 7.5 feet around the crown. The bell was rung the first time on 27 August 1753 to convene the assembly.

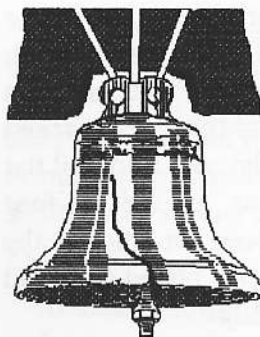
The Continental Congress met in the east room of the first floor of the State House to choose George Washington as commander-in-chief in 1775, and to adopt the Declaration of Independence in 1776. The vote for independence from Britain was on 2 July, the declaration was accepted on 4 July, and it was read publicly on 8 July 1776. The great bell was rung to assemble the people for this occasion. The Revolutionary War began.

On 26 September 1777, the British soldiers were ready to invade the City of Philadelphia. The bell was removed from the State House, which was known by then as Independence Hall, and was taken in a farmer's wagon to Allentown, Pa., where it was hidden in the basement of Zion's Reformed Church.

The bell was returned to the tower of Independence Hall on 27 June 1778. On 16 April 1783, it was rung for the proclamation of peace, and became known as Independence Bell.

On 8 July 1835, the bell tolled for the death of John Marshall, chief justice of the United States. IT CRACKED! It was repaired to ring on Washington's birthday in 1846, but it cracked again, irreparably that time.

In 1847, a fellow named George Lippard wrote a story about the bell, and he called it LIBERTY BELL. This has been its name ever since.

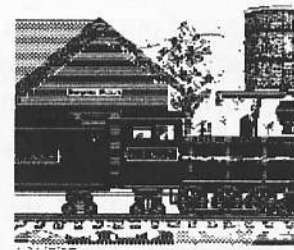


Most of the citizens of the early United States never had the opportunity to see their famous bell. It hung in the tower of Independence Hall, and those were the days before nationwide travel. In

1885 an Independence Exposition was held at New Orleans. For this occasion the old bell rode the rails southward. Then, in 1893 it went to the Columbian Exposition at Chicago. Two years later the people in Atlanta examined the bell at the Cotton States Exposition.

In January 1902, the city of Charleston, South Carolina, was to be the host for the South Carolina Inter-State and West Indian Exposition. At that time the city of Philadelphia owned the bell, and a bit of persuasion was needed by the folks at Charleston to have the bell sent for a visit. Finally, arrangements were made for Liberty Bell to once again ride the rails.

The route was over the Pennsylvania R.R. from Philadelphia to Harrisburg, Pa.; to the Potomac River at Powell's Bend (Hagerstown, Md.) on the Cumberland Valley R.R.; to Bristol, Tenn. on the Norfolk & Western; on the Southern to Savannah; and on to Charleston over the Plant System. The return was on the Atlantic Coast Line to Richmond, Va.; to Washington, D.C. on the Richmond, Fredericksburg & Potomac R.R.; and to Philadelphia on the Pennsylvania R.R.



The Pennsylvania R.R. put Charles R.

Rosenberg, company tourist agent, in charge of the special train, the Liberty Bell Special. There were two of the best Pullman cars available, two baggage cars (one well stocked with liquor of various kinds), and a special flat car on the rear. It was an old 34-foot passenger car which had been cut down to the floor. A three-foot high nickel plated guardrail was installed around the edge.

On Saturday, 4 January 1902, the Liberty Bell was loaded on a lavishly decorated wagon, and a team of horses pulled it to the Pennsylvania Railroad yard at West Philadelphia. A large crowd of concerned citizens had followed. A large steam crane carefully lifted the big bell and swung it onto the flat car, where it was mounted in a wooden yoke equipped with wheels. The precious load was carefully blocked to keep it from moving. A platform at each end of the car would allow a passing crowd of people to see and touch the famous bell.

The train sat in the yard until Monday, waiting for Philadelphia Mayor Ashbridge and about 40 invited guests to get ready for the trip.

On Monday the train pulled into Broad Street Station, and was scheduled to leave at 8:00 a.m. Four police guards were on the flat car, and a huge crowd was shouting and waving flags. As the train rolled out exactly on time, a series of heavy, booming sounds was heard. Windows rattled. People were startled. Then they realized the Navy battleships at League Island Navy Yard were firing a 21-gun salute. (Fortunately there was no one trying to burn an American flag.)

A party soon was underway. There were poker games and a lot of political talk. There were crowds waving at the stations and road crossings. Individuals came from farmhouses. Farmers stopped in the fields. Everyone greeted the big bell. The train still was on schedule when it reached the resort area of

Luray Caverns in western Virginia at 10:30 p.m. A heavy, cold fog had formed along the Blue Ridge.

In the Pullman cars porters were busy delivering drinks and collecting generous tips. About midnight Charles Rosenberg decided to retire to his berth. The fog still was heavy, and sight was restricted to a few yards. Charley soon was asleep.

Some time before dawn the train stopped with a terrific jolt. Charley stumbled into the aisle of the Pullman car to meet others staggering from their berths. Everyone dressed quickly, and climbed down to the low embankment along the track. They could see one of the baggage cars was burning.

The Liberty Bell Special was wrecked!

Charley told the porter of his car to find the other porter, the Pullman conductor, the train conductor, and get all the passengers to a safe place off the right-of-way. Going to the front of the train, he soon found what had happened. A freight train, far behind schedule, had pulled into a siding and set out some cars. For some unknown reason, the freight had pulled out onto the main line into the path of the Special. Because of the heavy fog the fireman and engineer didn't see the rear of the freight, and both were crushed to death.

It was several miles to the nearest town, and the next train wasn't due until 7:00 a.m. The delegation aboard the Special were very concerned about the bell. If the fire continued to consume the wooden cars the bell could be destroyed. They managed to uncouple the flat car, and a slight grade of the track let the car roll about 200 feet from the train.

With the immediate problem taken care of, Charley began walking back along the track to get help. He had gone about three miles when the pale yellow glow of his lantern revealed the outline of a small structure beside the track. It looked like a tool shed, which wouldn't be

much help. It proved to be a tiny way station, locked for the night.

Perhaps there was a telephone inside. Behind the building Charley found a piece of tree limb, and he used it to break open a window. He found a desk, chair and a small table. No telephone. But, on the table there was a telegraph key.

Fortune was smiling.

As a young fellow, still in his teens, Charley was an operator for the old Baltimore & Ohio Telegraph Company in Philadelphia. So long ago! He opened the key, and clumsy fingers began calling for any operator on the line. The rough calls continued for ten minutes, but no answer came. Charley would have to keep walking.

The sounder on the table began to chatter.

"Who are you? What do you want? F. B."

Weak with relief, Charley spelled out his message.

"Representative Pennsylvania Railroad on the Liberty Bell Special wrecked three miles below here. Need immediate help. Who is F.B."

FB was Fredericksburg, Virginia.

The old skill returned to Charley's fingers, and he sent out the story of the wreck. The Fredericksburg op said he would take care of the situation immediately. Charley climbed out of the window and began his three-mile return journey.

A relief train arrived soon after Charley got back. Both baggage cars had burned, including all the booze. A new engine was coupled to the Pullmans, and the Liberty Bell was again bringing up the rear. By 7:00 a.m. the abbreviated special was on its way to Bristol, Tennessee.

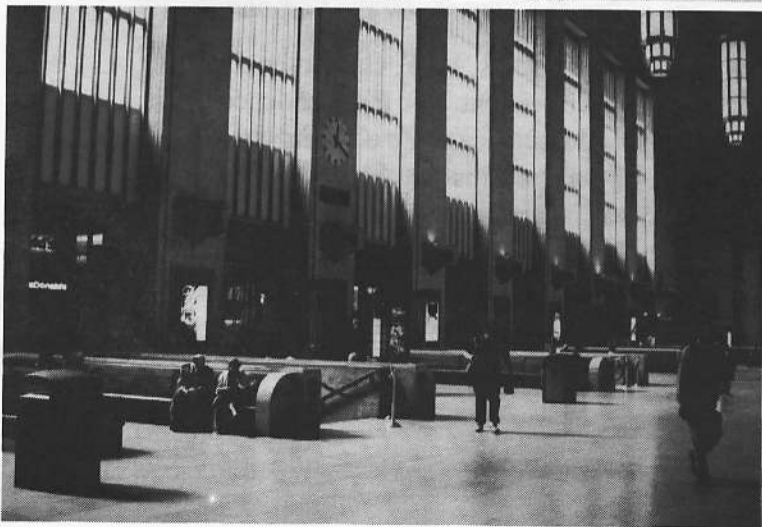
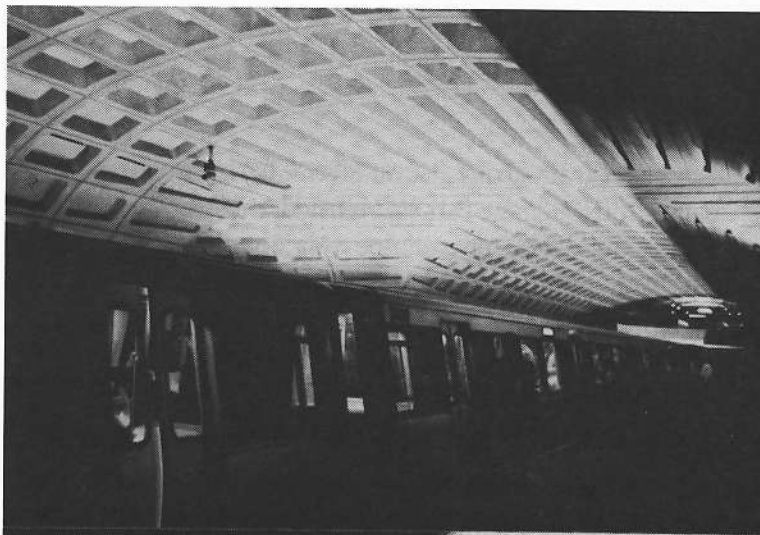
At Charleston a large crowd was on hand, and a 13-gun salute greeted the bell as it was removed from the flat car and put carefully on a decorated wagon. The vehicle began to sag under the 2,000-pound weight. The bell was quickly put back on the car, and the engine managed to take it near the fair grounds. The bell was carefully moved the rest of the way on pipe rollers.



The Liberty Bell was to stay in Charleston one day, but it was so popular it stayed five months. When it was returned to Independence Hall in June, a thousand Philadelphians came by the first half hour.

In the mid-1930's, H. T. Carpenter, Curator and Superintendent of Independence Hall National Museum, said the officials would not favor any more trips for the bell because the crack was increasing, and the danger was too great. In 1976 it was moved to a pavilion in Independence Mall near the old hall. Its rail travels were finished.





Amtrak TRAIN INFORMATION						time
Time	Number	Train	To	From	Status	Stairway
12:27	20	CRESCENT	PHILADELPHIA	NEW ORLEANS	ON TIME	2
12:36	110	METROLINER SVC	NEW YORK	WASHINGTON	5 mins LATE	
12:40	86	VIRGINIAN	NEW YORK	RICHMOND	ON TIME	
12:56	646	KEYSTONE SVC.	PHILADELPHIA	HARRISBURG	ON TIME	
1:11	113	METROLINER SVC	WASHINGTON	NEW YORK	ON TIME	5
1:13	181	CONGRESSIONAL	WASHINGTON	NEW YORK	ON TIME	

On April 21, 1994, I took my first trip on Amtrak's *Metroliner* between Washington, DC and Philadelphia. I was impressed with the speed, frequency of departure (52 each way per day, counting non-Metroliners), and on-time performance (that's why Amtrak hauls more passengers between Washington and New York than both airline shuttles combined). **TOP LEFT** - Washington's Metro subway enroute to Union Station; **TOP RIGHT** - Amtrak's ticket booths at Union Station; **MIDDLE LEFT** - Metroliner electric engine AEM-7 #919 in charge of my return trip on #113; **MIDDLE RIGHT** - view from the coach while traveling up to 125 mph; **BOTTOM LEFT** - inside Philadelphia's Union Station. As with Washington's station, there are many shops and restaurants throughout the facilities; **BOTTOM RIGHT** - train board at Philadelphia. (Ken Ziegenbein photos)



On Wednesday, May 11, 1994, L.T. WALKER and H.H. RAY went to Hazen to deliver a plaque on behalf of the Arkansas Railroad Club to the city in honor of the late Mayor Kathryn Orlicek for her work in preserving the Hazen Rock Island depot and track. On hand were members of the Hazen City Council and members of the Orlicek family. Left to right: Jake Mosby, councilman; Barrett Rogers, councilman; Charles Gerren, Mayor Orlicek's brother-in-law; Councilman Danny Rieke; Doris Gerren, the former mayor's sister; Councilman Tommy Isbell; Ellen Stewart; Mayor George Orlicek; Police Chief Archie Roark; L.T. Walker and H.H. Ray, retired Rock Island conductors. The club also presented a picture to display in the depot. The top photo shows the depot with a UP caboose donated to the city years ago. The track was removed in the early 80s with the rest of the Rock's Sunbelt Line, but the mayor had some of it put back in front of the depot and through downtown a couple of years later. (Half-tone photos by *The Grand Prairie Herald*, Hazen via L.T. Walker)



On March 30, 1994, Union Pacific ran an Operation Lifesaver train in Arkansas, carrying lots of school children. Here the train is seen at Union Station in Little Rock, boarding school kids and law enforcement officials, as well as your truly. The train consisted of UP locomotive 9409 at one end, flat car 2231, streamlined cars *Cheyenne*, *City of Los Angeles*, *Sun Valley*, *Sunshine Special*, *Portland Rose*, *Katy Flyer*, *Texas Eagle*, generator car 208 and engine 6188 at the other end. While on board, carhosts gave lectures and showed videos regarding crossing safety and railroad safety in general. (Ken Ziegenbein photos)

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<u>JULY 10</u> - Regular club meeting, Twin City Bank.	<u>AUGUST 14</u> - Meeting MAY be in Russellville to celebrate 111 years of the D&R.
<u>SEPTEMBER 11</u> - Regular club meeting, Twin City Bank.	<u>OCTOBER 9</u> - Regular club meeting, Twin City Bank.
<u>NOVEMBER 13</u> - Regular club meeting, Twin City Bank.	<u>DECEMBER 10</u> - Christmas Party, Camelot Hotel, Little Rock.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Union Pacific ran a director's special from North Little Rock to Monroe, Louisiana in February 1994. Here the special is seen going through Monroe, Louisiana on this bright, chilly February 11 morning. *(Donald R. Smith photo)*

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JULY 10 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The **ARKANSAS RAILROADER** is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The **RAILROADER** is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

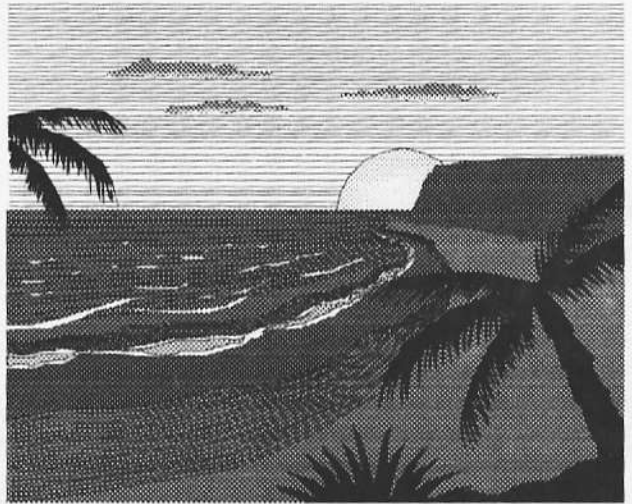
If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the **ARKANSAS RAILROADER** is Ken Ziegenbein. Everything having to do with the **ARKANSAS RAILROADER** should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..

**ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119**

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE ____ ZIP _____

TELEPHONE NUMBER () _____

Make your checks out to the "Arkansas Railroad Club" and mail to:

**ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119**

