

Little Rock Chapter
NRHS

ARKANSAS RAILROAD CLUB



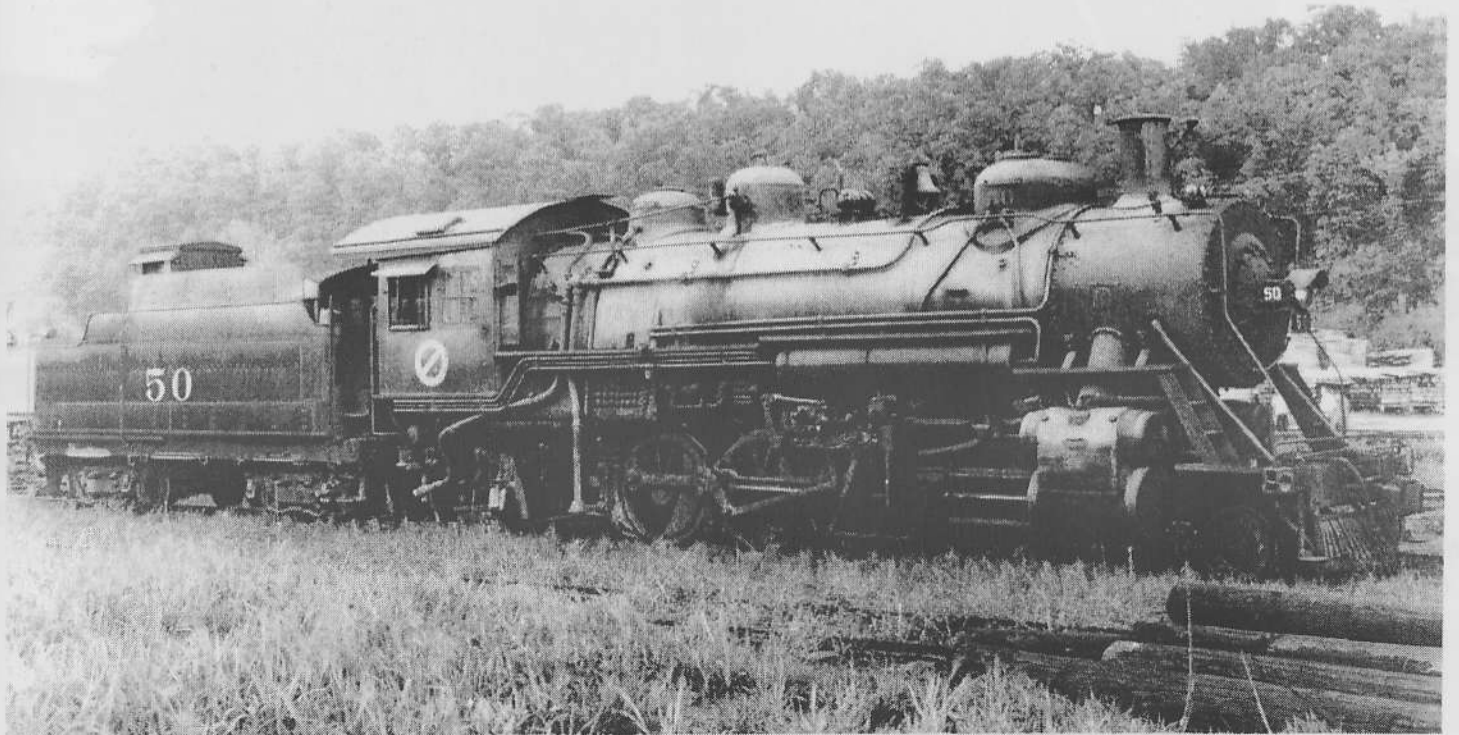
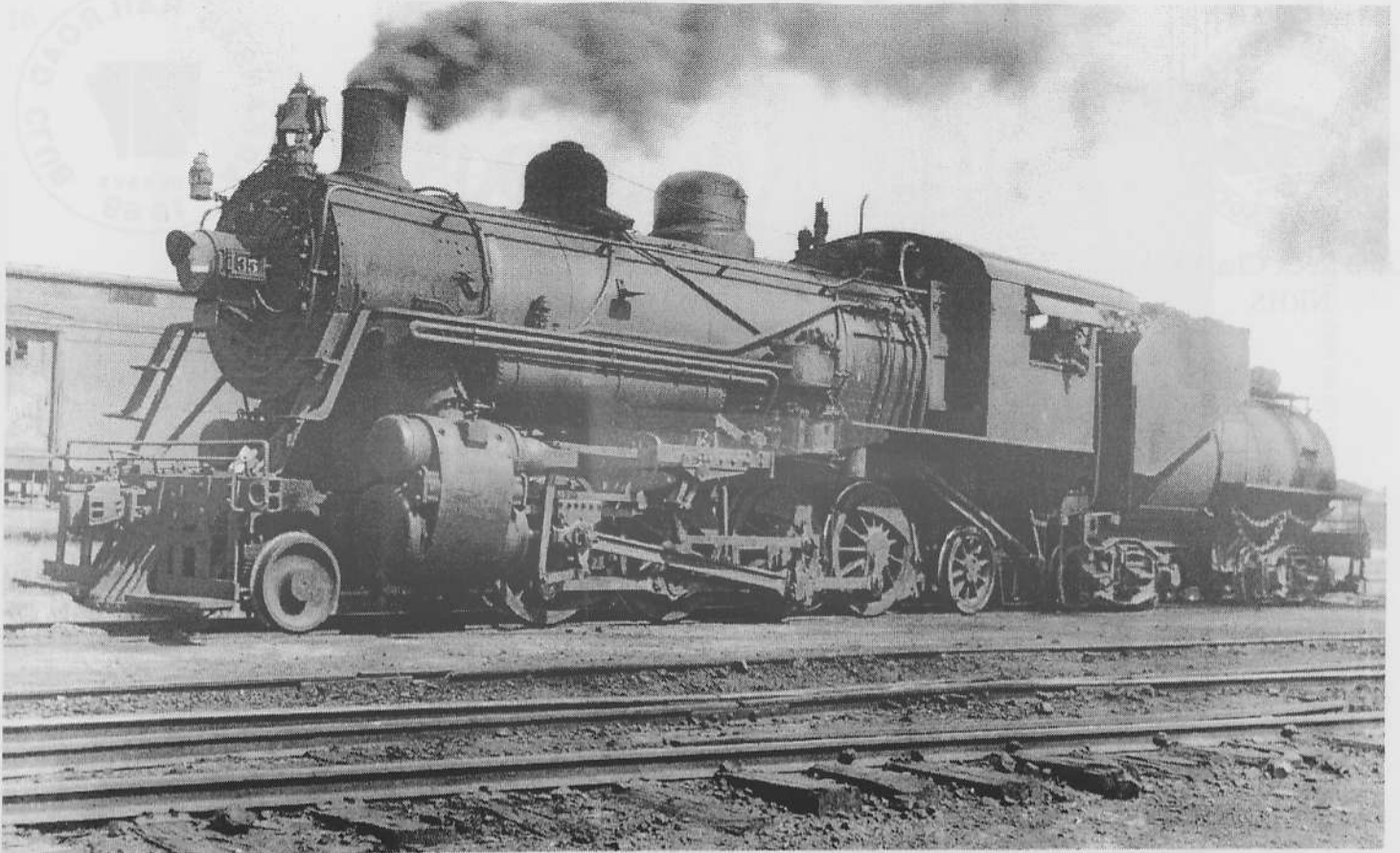
VOLUME 33

NUMBER 7

JULY 2002



Pennsylvania Railroad train #319 with K4s Pacific 5334 leaving Louisville, Kentucky for Indianapolis, Logansport and Chicago, July 1939. (Eldon A. Behr photo)



TOP - Missouri & North Arkansas No. 35, a 2-8-2, at Harrison, Arkansas, September 1938. BOTTOM - Missouri & North Arkansas No. 50, another 2-8-2, at Harrison, Arkansas, May 1949. (Both photos collection of Harold K Vollrath, Ken Ziegenbein collection)

2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026)
VICE-PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030)
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BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

NEXT MEETING/PROGRAM

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

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The *Arkansas Railroader* is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next meeting/program of the Arkansas Railroad club will be held **SUNDAY, JULY 14**, at 2 p.m. at the usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Refreshments will be served.

The program will be given by MARK SILVERBERG, owner and operator of One Track Mind hobby shop in southwest Little Rock on Train Station Road (501-455-5050). He will talk about how hobby shops are run, how he got into the hobby, discuss "best" models that fit the prototype, etc. Mark is also a railfan and chases "real" trains, too, and he might have a few photos to show us. He sometimes shows up at our Sunday morning train viewing spot at Union Station.

WEB SITES OF SOME MEMBERS - Let me know if you know of other web sites members have that might be of interest to club members.

Ken Ziegenbein has current railroad photos online at <http://www.trainweather.com/sunday.html>

David Hoge has a site containing lots of photos of trains in Arkansas - <http://www.trainweb.org/arkansastrains/>

Brian Smith has current and past rail photos on his site. He likes tunnelmotors and is an SP/SSW fan: <http://www.briansrails.homestead.com/>

Chuck Crisler has a broad interest railroad site, including shots of trains around the Panama Canal and lots of the Amtrak Genesis engines:
<http://www.4rr.com/>

David Thomas has a site devoted to geared steam locomotives:
<http://www.trainweb.org/gearedsteam/>

SHOW AND TELL - Remember that we have a Show and Tell table at all meetings. This is for you to bring some of your railroad things to show other people. We do this in the break between the business meeting and program. Call Ron Esserman at 479-331-2030 if you have anything to bring so he can plan accordingly. I'm sure most of you do.

TWO MORE CLUB INQUIRIES - Every month I get one or two people interested in possibly joining the Arkansas Railroad Club. One is **Randy Phillips** of Greenwood, Arkansas. He saw our online edition of the Arkansas Railroader and said he wants to join. I've sent him a free copy. Also, got a phone call from **Daniel Gladstone**, 5 Rebecca Street, Greenbrier AR 72058 who saw one of our color poster ads in a hobby shop. **Mr. Gladstone has since joined and become our newest member.** Also, about every other month, I get an email wanted help in finding a relative who once worked for a railroad in Arkansas or who worked on railroad bridges or something. (In early June, I got the inquiry you'll find in the Wanted section below).

POSTAGE NON-PROFIT RATE NOT CHANGED - Although the price of a first class stamp will go up to 37 cents on July 1, the non-profit rates will not increase at this time. It costs 22 cents to mail each Railroader, but that's for up to 3.3 ounces and the weight of each Railroader mailing averages 2 to 3 ounces, which means we save up to 74 cents per mailing over the costs of first class. But, if you don't send in your address corrections, it costs us first class postage to get the Railroaders back. So, please advise us of any changes in address as soon as you can.

WANTED : FOR SALE OR TRADE

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

WANTED - My name is Dusty Capps. I am researching some of my family and am trying to find out about my Great Grandfather. His name was Charlie McIntyre. Apparently he was one of the builders on the bridge (railroad) that connected Van Buren to Fort Smith. He died during this period, I am not sure what happened, but his body was never recovered from the river. I am trying to find a newspaper article or mention in a book somewhere to verify this. I found where his wife is buried in Crawford County, and it says wife of Charlie, but he does not have a headstone or anything. If you could point me in the right direction?! Thank you. Dusty Capps. Email: young83@centurytel.net Mr Capps didn't give a postal address....if you can help, contact Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72119 and I'll forward your answer.

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.

- NORTH DAKOTA - BNSF** - To abandon and discontinue service over a 6.00-mile line of railroad between milepost 92.00 in Tolna and milepost 98.00 in Hamar, in Nelson and Eddy Counties, ND. Effective on June 8, 2002. (STB Docket No. AB-6 (Sub-No. 393X, decided May 1, served May 9, 2002)
- SOUTH CAROLINA - CSX** - To abandon approximately 1.31 miles of rail line between Valuation Station 47+50 and Valuation Station 115+11.5 in Greenville, Greenville County, SC. Effective on June 11, 2002. (STB Docket No. AB-55 (Sub-No. 612X, decided May 6, served May 10, 2002)
- OHIO - NEW YORK CENTRAL LINES, CSX** - To discontinue service over approximately 0.9 miles of railroad from milepost QFL 51.0 to milepost QFL 51.9 in Lima, Allen County, OH. Effective on June 18, 2002. (STB Docket No. AB-565 (Sub-No. 9X); STB Docket No. AB-55 (Sub-No. 611X, decided May 13, served May 17, 2002)
- ALABAMA - PINE BELT SOUTHERN RAILROAD CO** - To abandon a 25-mile line of railroad between milepost S-304.00 at Nuckols and milepost S-329.00 at Hurtsboro, in Russell, Bullock, and Macon Counties, AL. Effective on June 22, 2002. (STB Docket No. AB-601X, served May 23, 2002)
- KANSAS/MISSOURI - BNSF** - To abandon and discontinue service over a 28.25-mile line of railroad between milepost 343.55 in Columbus, Cherokee County, KS, and milepost 315.30 in Carthage, Jasper County, MO. Effective on June 22, 2002. (STB Docket No. AB-6 (Sub-No. 395X, served May 23, 2002)
- MINNESOTA - DULUTH, MISSABE & IRON RANGE RAILWAY CO** - To abandon a 2-mile portion of the line known as the Sliver Branch, between milepost S-0.0 and milepost S-2.0, in the City of Virginia in St. Louis County, MN. Final decision will be issued by August 23, 2002. (STB Docket No. AB-101 (Sub-No. 17X, decided May 21, served May 24, 2002)
- ILLINOIS - UNION PACIFIC** - To abandon an 8.06-mile portion of a line of railroad, known as the Skokie Industrial Lead (the line), extending from milepost 12.60 south of Oakton Street to the north side of Dempster Street at milepost 13.64 (South Segment) and to discontinue service over a 1.04-mile portion of the line from milepost 13.64 to milepost 21.70 near Northfield (North Segment), a total distance of 9.10 miles, in Cook County, IL. Final decision will be issued by August 23, 2002. (STB Docket No. AB-33 (Sub-No. 167X, decided May 21, served May 24, 2002)
- NEVADA - BHP NEVADA RAILROAD CO** - To discontinue service over 146 miles of railroad between milepost 0.0 in Cobre and milepost 146.1 in Keystone, in Elko and White Pine Counties, NV. Effective on June 25, 2002. (STB Docket No. AB-598X, decided May 15, served May 24, 2002)
- MASS - NEW YORK CENTRAL LINES, LLC., CSX** - NYC to abandon and CSXT to discontinue service over approximately 4.2 miles of railroad between milepost QBU-0.0 and milepost QBU-4.2 from Fitchburg to Leominster, in Worcester County, MA. Effective on June 29, 2002. (STB Docket No. AB-565 (Sub-No. 10X); STB Docket No. AB-55 (Sub-No. 616X, decided May 23, served May 30, 2002)
- GEORGIA - CSX** - To abandon approximately 1.60 miles of railroad from Valuation Station 0+00 at milepost ANS 0.2 to Valuation Station 84+44, in Augusta, Richmond County, GA. Effective on July 6, 2002. (STB Docket No. AB-55 (Sub-No. 614X, decided May 31, served June 6, 2002)

ARKANSAS RAIL NEWS

INVESTOR SIGNS AGREEMENT TO PURCHASE A&M RAILROAD

(Springdale) - Reilly McCarren said May 23 that he had signed an agreement to purchase the majority interest in the Arkansas & Missouri Railroad based in Springdale, Arkansas. The majority stock holder in the A&M is Tony Hannold, chairman of the firm's board of directors. A&M President Larry Bouchet said he would resign if McCarren acquired majority ownership in the railroad. "If he buys in to the company, I'll leave," Bouchet said. "His philosophies are different from mine on where we want to take the company."

A&M is a short-line railroad running between Joplin, Mo. and Fort Smith. Bouchet said he decided on May 17 to "step down" as president for 30 days so McCarren could run a due diligence investigation of the railroad without interference from the firm's president. He said McCarren was still doing his due diligence review as of May 21 and wasn't aware the Chicago investor had decided to purchase the railroad. A due diligence review is conducted by investors wanting to make sure the company is profitable and doesn't come with hidden

risks.

Bouchet, on May 22, said he didn't know McCarren had agreed to purchase the railroad. McCarren said Bouchet's status with the company was still being reviewed. "It's accurate to say he's no longer involved in the active management of the A&M Railroad," McCarren said.

Bouchet said he clashed with McCarren on how the railroad should be run. "Everyone's a happy family and we're doing what's right for the community," Bouchet said. "If you treat people right, the bottom line will be there." Bouchet accused McCarren of concentrating solely on profits and neglecting the needs of employees and Northwest Arkansas. "I refuse to work for a company that's going to be driven by 100 percent profits," he said. "The employees and the community have to come first." McCarren, however, said he doesn't plan on making that many changes to the way A&M operates. McCarren said profits are important, but a railroad must look after the interests of employees and the community. "Any well-run railroad has to take care of all three," he said. "I think Mr. Bouchet did a

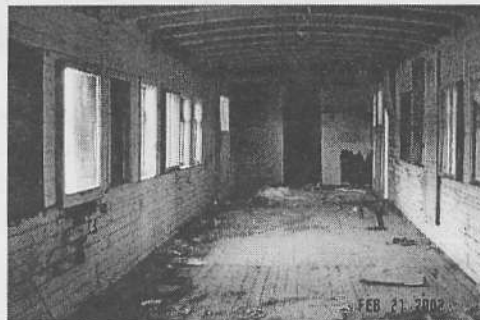
good job for the company while he was here. It is a profitable company. It's very difficult to survive in the railroad business unless you provide good service to your customer and develop a good relationship with the community. There are no major changes planned. The company has been quite successful." He said outsiders will likely notice no difference in the firm in spite of the change in ownership. "It's very much business as usual".

One of A&M's most visible services in Northwest Arkansas is a passenger excursion train which carries leisure travelers from Springdale to Van Buren for a day trip. McCarren said the service will remain in place. Bouchet said he has a "golden parachute" that will activate upon his resignation from the company. McCarren was the president and chief of executive officer of Wisconsin Central System until the railroad was purchased in October by Canadian National Railroad Co. *(The Morning News online edition, May 23, 2002, via Tom Lewis)*

ASHDOWN SSW CABOOSE

(Ashdown, Arkansas) - Fundraising is ongoing in the restoration work of an old Cotton Belt caboose (SSW 2304 - it has been called a drover car by some) located just north of Ashdown and soon to be moved next to the GN&A depot in Ashdown and become a museum. Any help in moving this car would be appreciated, along with its restoration. They also need a value placed on the car for tax purposes. If you'd like to help, or have any helpful information, contact Clayton Castleman, 110 Little River 68, Ashdown AR 71822, 870-898-2642, email: ccastleman@arkansas.net

Peter Smykla said this about this car: "That caboose at Wilton is NOT a "drovers" caboose. It is what remains of SSW 2304, a LOCAL caboose that I think ran most of the time on the Malden branch on trains 159-160. It was then sold to the Graysonia, Nashville & Ashdown in November 1967. They only purchased it to get the truck for another caboose of their own, and so sold the body for use as a bait shop in its present condition."



LITTLE ROCK TROLLEY ON TRACK

Construction on central Arkansas' River Rail streetcar project will begin this summer. On May 3, the Central Arkansas Transportation Authority approved an agreement with the state Highway and Transportation Department that would outline ways to modify the Main Street bridge for the electric streetcars. This means that the \$18.3 million project should be ready to run in 2004. Some are saying this

would be a forerunner to a regional rail system. The 2.2 mile streetcar will link Little Rock with North Little Rock across the bridge over the Arkansas River. First construction will be of the \$900,000 trolley maintenance barn at Seventh and Main in North Little Rock, set to begin in July.

They will add tracks on the east side of the bridge, remove a concrete barrier and reduce road traffic lanes on the two northbound lanes from 12 feet to 11 feet. The bridge

work is expected to take 12-18 months. Bids for the trackage and overhead electric wires should be let this Fall. The rights to the bridge will now be 40-50 years, or until the trolleys are no longer useable. The bridge will remain open during construction and the trolleys will run next to car traffic. (*Arkansas Democrat-Gazette, May 4, 2002 by Jake Sandlin*)

GENERAL RAIL NEWS

CUMBRES & TOLTEC CLOSED TEMPORARILY

(*Chama, New Mexico*) - Following a federal order issued June 2, the Cumbres and Toltec Scenic Railroad ceased operations because of extreme fire danger in the Carson National Forest in New Mexico and the adjoining Rio Grande National Forest in Colorado. The 64-mile tourist railroad runs through the mountains between Chama and Antonito, Colo., from May to October and is an important part of the economy in both towns. It is owned by the states of Colorado and New Mexico. The forest officials said they are afraid a spark from the railroad's steam-driven locomotive could start a wildfire.

Everyone has a photographic memory. Some don't have film.

SHORTLINES SAVE HIGHWAY REPAIRS

(*Kansas*) - A Kansas State University Study has found that abandonment of the state's shortline railroads would cost the state nearly \$50 million in annual highway repairs because of increased truck traffic. The study - completed this spring by Michael W. Babcock, professor of economics, and graduate student James L. Bunch - examined four short-line railroads: the Kansas and Oklahoma Railroad, of Wichita; Kyle Railroad Co., of Phillipsburg; Cimarron Valley Railroad, of Satanta; and the Nebraska Kansas and Colorado RailNet Inc., of Grant, Neb.

The study found that about 28 percent of all of the grain shipped from elevators located on the four short-lines in the study is

shipped by rail. If abandoned, those grain shipments would be carried by truck. **It takes four trucks to move what is in one rail hopper car.** The researchers used engineering equations to calculate the amount of damage those additional trucks would cause the highways.

Babcock said trucks wear out roads much faster than cars because **a loaded truck weighs 80,000 pounds, 30 times more than a car.** The report also found that the market share of grain shipped by truck from Kansas grain elevators has increased dramatically during the last decade, raising concerns about the profitability of shortlines in the future, Babcock said.

"If the structural changes in the Kansas grain transportation system continue, the long run viability of Kansas shortlines could be threatened," Babcock said. "Should this happen, several consequences could occur. One of the most important impacts would be increased road damage as the grain the shortlines transported is diverted to motor carriers." (*Topeka Capital Journal, June 10, 2002*)

1857 STEAMER PRESERVED

(*El Paso, Texas*) - For 42 years, Engine No. 1 sat forlorn, clinging to its secrets. The steam engine, believed the oldest such locomotive in Texas, helped open the Southwest to mining and eventually the sprawl of cities from Arizona to West Texas. It stood in a glass enclosure in the back of the University of Texas at El Paso's Centennial Museum. But in May, 2002, the engine was picked up from the track and taken to a warehouse where it will be renovated. It will become the centerpiece of

El Paso's downtown Union Plaza Transit Terminal Parking Facility, an \$11 million project with 400 parking spaces and 12,000 square feet of retail space. The city's trolley fleet will be housed there.

The engine, built in 1857 in New Jersey, was called "Spring Green" when it ran across Wisconsin from Milwaukee on Lake Michigan to Prairie du Chien on the Mississippi River. It came to the Southwest in 1889. El Paso and Southwestern Railroad bought it for \$4,564.25, making it the first locomotive of the subsidiary of the Phelps Dodge Mining Co. It was the first engine to enter Bisbee, AZ., hauling copper ore along a line of Arizona mines from Bisbee to Fairbank. The engine, which had brightly polished brass parts and colorful designs painted on its side, left active service in 1903 and was removed from the railroad's equipment roster in 1909.

But its legend grew when it starred in the 1939 MGM movie *Let Freedom Ring*. After its Hollywood debut, Engine No. 1 attracted visitors to a small downtown El Paso park at Stanton and Franklin streets, where every Christmas its rear wheels were decorated with lights.

The engine was purchased and will be reconditioned using a \$1 million grant from the Texas Department of Transportation and federal Congestion Mitigation Air Quality fund. (*Dallas Morning News, June 10*)

TRAIN DERAILMENTS UP

The number of train derailments grew by more than a quarter during the last five years, and the head of the National Transportation Safety Board called for more frequent and more detailed inspections.

Derailments rose from 1,741 in 1997 to 2,206 in 2001, a jump of 27 percent, Federal Railroad Administration statistics show. Safety board Chairwoman Marion Blakey told the House Transportation railroads subcommittee that the Federal Railroad Administration needs to increase track inspections. She also called for new technologies in performing the work.

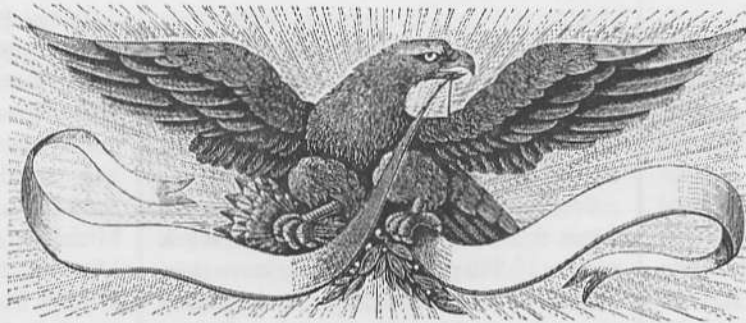
FREIGHT RATES UP

The Union Pacific Corporation and the Burlington Northern Santa Fe Corporation, the largest railroads in the nation, have

raised some rates as much as 13 percent as shipments increase because of the strengthening economy. Prices will rise as much as \$150 per shipping container or trailer starting Aug. 1 for cargo in the West Coast, Midwest and Southwest regions and for freight carried in conjunction with Eastern railroads. North American rail shipments rose in May for a second month, led by increases of 9.8 percent for mainly retail cargo carried by a combination of train and truck and of 5.3 percent for chemicals, the Association of American Railroads said last week.

MOBIL PHONE RADIATION ON TRAINS

Research by Japanese scientists suggests that using cell phones on trains could be a health hazard because the microwave radiation emitted from handsets has nowhere to go and simply bounce off the sides of the passenger cars, concentrating that radiation on the passengers. This may also happen in elevators and buses. *(I guess now we have more things to worry about!)* (BBC News, May 3, 2002 via Dan Barr)



AMTRAK NEWS

AMTRAK'S NEW NATIONAL DINING CAR MENUS

A new standardized national dining car menu went into effect May 1, 2002 on all long distance trains with dining cars, except for auto train which retains its own separate menu. This unified menu replaces all individual train dining car menus. (Taken directly from an Amtrak press release)

BREAKFAST

TWO EGGS, UP, OVER OR SCRAMBLED, WITH BREAKFAST POTATOES OR GRITS AND A HOT BISCUIT OR CROISSANT 6.00

(EGG SUBSTITUTE AVAILABLE UPON REQUEST)

FRENCH TOAST, TWO, WITH SYRUP OR FRUIT TOPPING 6.50

PANCAKES, THREE, WITH SYRUP OR FRUIT TOPPING 6.50

CONTINENTAL: CEREAL (RAISIN BRAN, RICE KRISPIES, FROSTED FLAKES OR OATMEAL), WITH FRUIT, YOGURT, AND A HOT BISCUIT OR CROISSANT .. 5.75

BACON, PORK SAUSAGE PATTIES, OR TURKEY SAUSAGE, ADD ... 2.25

BEVERAGES: COFFEE (REGULAR OR DECAFFEINATED) 1.50

TEA (HOT, ICED, OR HERBAL) 1.50

MILK (2 PCT) 1.50

JUICE (ORANGE, APPLE OR CRANBERRY) 1.50

BOTTLED WATER (500 ML) 1.75

LUNCH

SIRLOIN HAMBURGER, WITH OR WITHOUT CHEDDAR CHEESE, WITH LETTUCE, TOMATO AND ONION ON A KAISER ROLL, POTATO CHIPS OR FRUIT, AND A PICKLE SPEAR 7.75

TWO BACON STRIPS, ADD 1.50

REUBEN SANDWICH, GRILLED, WITH CORNED BEEF, SWISS CHEESE, SAUERKRAUT, AND THOUSAND ISLAND DRESSING ON RYE BREAD, POTATO CHIPS OR FRUIT, PICKLE SPEAR 8.50

SOUTHWEST CHICKEN SALAD: SLICED CHICKEN BREAST ON LETTUCE WITH BLACK BEANS, SLICED BLACK OLIVES, TORTILLA CHIPS, CHEDDAR/JACK CHEESE, RANCH DRESSING . 8.75

VEGETABLE STIR FRY: ASIAN VEGETABLES AND RICE TOPPED WITH CHOW MEIN NOODLES (*NOT* VEGAN COMPLIANT) 7.00

MEDITERRANEAN VEGETABLE SOUP WITH ANY ENTREE, ADD3.00

DINNER

INCLUDES MIXED GREEN SALAD WITH DRESSING AND A DINNER ROLL.

NEW YORK STRIP STEAK, GRILLED, SHERRY MUSHROOM SAUCE ..17.50

CHICKEN A L'ORANGE, ROASTED, IN ORANGE SAUCE12.50

PORK CHOP, CENTER CUT, BAKED, HERB CREAM SAUCE14.50

REGIONAL SEAFOOD SELECTION, SERVER WILL DESCRIBE16.00

INCLUDED WITH ABOVE: CHOICE OF BAKED POTATO, MASHED POTATOES OR RICE PILAF; CHOICE OF GREEN BEANS ALMONDINE OR WHOLE BABY CARROTS.

PENNE PASTA, PEPPER SAUCE, WITH GREEN BEANS ALMONDINE OR BABY CARROTS (VEGAN COMPLIANT) 11.00

CHILDREN'S MENU:

MACARONI AND CHEESE (KRAFT), VEGETABLE, ROLL 5.50
MILK OR JUICE INCLUDED

BEVERAGES AND DESSERTS - LUNCH AND DINNER

- COFFEE, REGULAR OR DECAFFEINATED 1.50
- TEA, HOT, ICED OR HERBAL 1.50
- MILK (2 PERCENT) 1.50
- SOFT DRINKS (REGULAR OR DIET) 1.50
- BOTTLED WATER (500 ML) 1.75
- DOMESTIC BEER (BUDWEISER OR BUD LITE) 3.50
- PREMIUM BEER (CORONA, HEINEKEN, OR SAMUEL ADAMS) 4.25
- WINE(available)
- VANILLA ICE CREAM* 1.75
- NEW YORK STYLE CHEESECAKE* 3.75
- *WITH WHIPPED CREAM, FRUIT TOPPING, OR CHOCOLATE SAUCE

- APPLE PIE 3.25

- DARK CHOCOLATE TRUFFLE, WARMED (DINNER ONLY) 3.75
- A LA MODE, ADD 1.75

HEARTLAND FLYER GETS REPRIEVE

Oklahoma's *Heartland Flyer* passenger train has another two years of life. The state and Amtrak signed a two-year contract that will keep the Oklahoma City-to-Fort Worth, Texas, train running through 2004, state and Amtrak officials announced Tuesday. The contract with Amtrak will be \$4.6 million for the period from June 1 through May 31, 2003, and \$4.8 million for the following year. Remaining federal money from a \$23 million federal subsidy that launched the train in 1999 and money earned by the state from ticket sales and concessions will finance the next two years of operation.

The state will provide nearly 50 percent of that from money it has earned the past three years from ticket sales and concessions, a state official said. "If we didn't have that money to put back in this, we wouldn't have a two-year contract," John Dougherty, assistant rail programs division manager for the state, said. The state has earned about \$1.3 million a year from ticket sales and concessions. The train runs daily from **Oklahoma City** with stops in **Norman, Purcell, Pauls Valley, Ardmore** and **Gainesville, Texas**.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARIZONA - WILLIAMS - AUGUST 19-26, 2002 - The Grand Canyon Chapter, NRHS, is hosting the 2002 NRHS national convention in Williams, Arizona from August 19 through the 26th, 2002. Activities include steam and Alco trips on the Grand Canyon Railway. Registration is \$40 (tentatively). Contact Canyon Rails 2002, PO Box 391, Williams AZ 86046 or go to their website: <http://www.canyonrails2002.com>

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

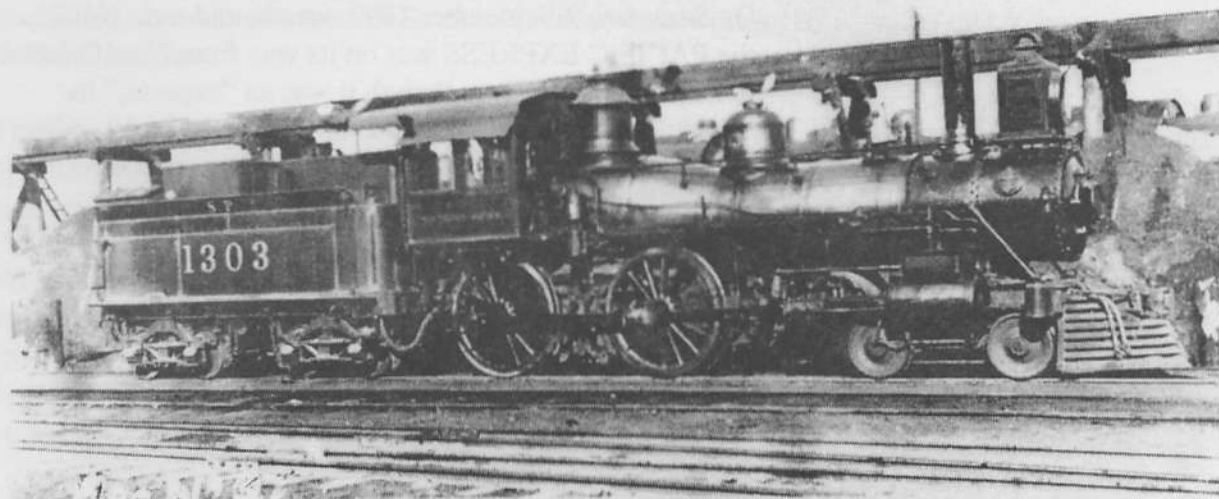
Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.

LAST TRAIN ROBBERY IN ARIZONA

by: Gene Hull

The Southern Pacific Railroad was chartered in 1865 by the same people who built the Central Pacific. It intended to build from San Francisco to Los Angeles, then eastward to a connection with the Atlantic & Pacific at Needles. There was a change of heart. Instead of allowing competition into its California domain, the SP set its sights upon the strategic port of New Orleans. By way of the El Paso & Southwestern, the SP reached El Paso, Texas from Tucson. Then, by acquiring control of the Galveston, Harrisburg & San Antonio, the SP had direct connection with New Orleans (The Sunset Route).

During the endeavors noted above, rails reached Yuma, Arizona 30 September 1877. The diamond stack 4-4-0 locomotive No. 31 of the Southern Pacific of Arizona was the first



There was no mention of the engine involved in the robbery, but No. 1303 is representative of the passenger engines at that time. (Gene Hull collection)

locomotive to enter the state. The construction train entered Tucson 17 March 1880.

East of Tucson 80 miles the rails passed through the little town of Cochise. In its early days it was known as CACHISE, but it still was named in honor of Chief Cochise of the renegade band of Chiricahua (cheery-CAH-Wha) Apache. In December 1872, these people made a treaty with U. S. Army Gen. Oliver O. Howard under which Cochise and his people would agree to live on a reservation and no longer make war with the white people invading his homeland. The Apaches honored the treaty and the white settlers named their town in honor of the Apache Chief.

The town of Cochise offered a view to the south of the "Cochise Stronghold," a rugged canyon within the arid Dragoon Mountains, where the Apache successfully evaded the pursuing troops of

the U. S. Cavalry. It also was the northern terminal of the Arizona & Colorado Railroad southward toward Bisbee in the early 1900s.

Just 11 miles up the track northeast of Cochise was the town of Willcox. About the entire area between the two towns is covered by the Willcox Playa (plah-YEH; Spanish for beach). It was a dry desert basin, the bed of an ancient shallow lake. After a heavy desert storm, a lake about 10 miles square appears for a few days. Until the next storm it is a very desolate expanse.

The stage is set and our story can continue.

As the 1890s were coming to a close, the area around Willcox had several rough characters roaming about. The restraining effect of "the law" was needed and was achieved when Burt Alvord was appointed as constable of Cochise County. Very soon Alvord informed the citizens the onerous task was more than he could handle alone. He was authorized to appoint a deputy. He chose Billy Stiles, a very proper choice, because both men had been Wells Fargo messengers. They were so busy that Bill (also known as Bob) Downing joined them.



On Saturday, 9 September 1899, westbound train No. 20, the PACIFIC EXPRESS was on its way from New Orleans to San Francisco. Even though it was an "express," its schedule was 124 hours for the 2,495 miles - 20.12 miles an hour! Speed seems to have been of little concern.

When the train stopped at the little depot at Cochise, under cover of darkness, two masked men appeared. One quickly climbed into the engine cab, threatening the crew with a pair of handguns. The other one uncoupled the engine and express car from the train and forced the engineer to run about a half-mile ahead to the concealment of a thick growth of mesquite trees.

Here, the two men forced the express messenger to open the car door. Several sticks of dynamite were attached to the safe and the fuse was lit. Everybody jumped out and scrambled away from the car. The resulting blast revealed the bandits were amateurs. The safe was opened, alright, but so was the car. Its roof was blown off. The two men scooped up several leather bags containing between \$60,000 and \$80,000 in gold coins and jewelry. The bandits mounted horses hidden in the mesquite and disappeared.

Constable Alvord quickly rounded up a posse. He told them he had already inspected the site of the robbery and had found the trail led into the barren waste of the Willcox Playa. After a long and fruitless search the posse gave up.

But, the Wells Fargo detectives took over the pursuit. A few days later deputy constable Bill Downing got drunk in a Willcox saloon and began paying for drinks with gold coins - many

more than he would normally possess. Word spread quickly, almost as if by telegraph. Detectives immediately appeared and apprehended Downing.

Following the trails of Downing's pals, the detectives soon arrested deputy Billy Stiles. After a few hours of "interrogation" sufficient evidence led the detectives to two other suspects. Constable Burt Alvord was arrested in Willcox 21 February 1900. A local cowboy, Matt Burts, slipped out of Arizona Territory and made his way to the state of Washington, but was arrested and held for trial.

Burts and Downing were sentenced to the Yuma Territorial Prison. Downing served about seven years but Burts was pardoned after five years by Gov. Nathan O. Murphy.

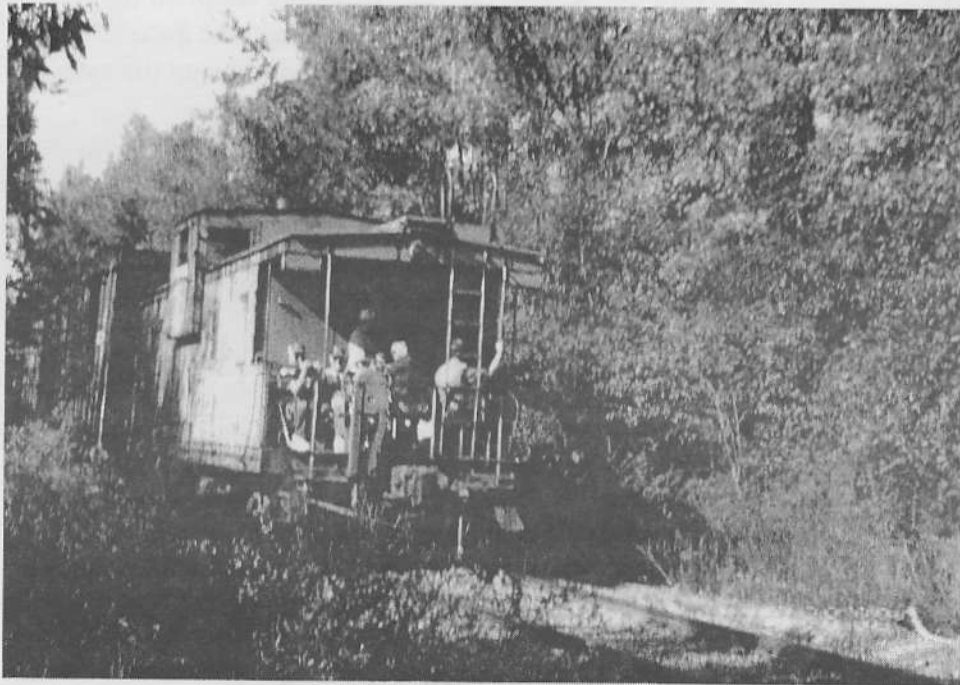
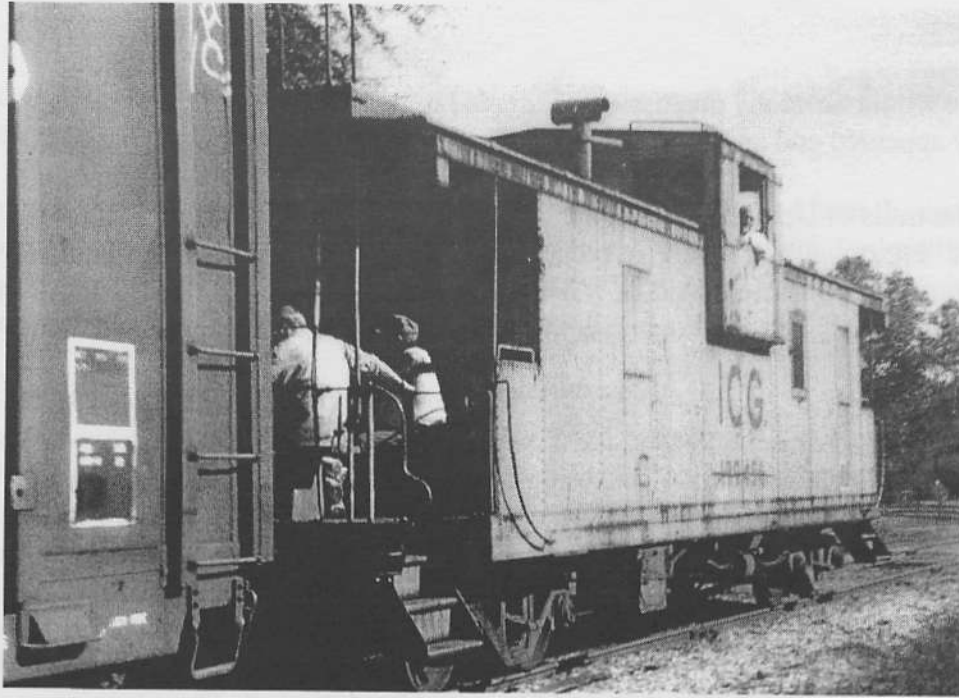
Alvord escaped from jail at Tombstone and fled to Mexico, where he spent several years. He finally was caught and sent to Yuma prison for 18 months, leaving 9 October 1905. He died in April 1910 in Barbados, West Indies.

Billy Stiles testified for the prosecution and never was tried in court. There was a rumor that he was killed several years later in Sparks, Nevada while working as a sheriff under the name of William Larkin.

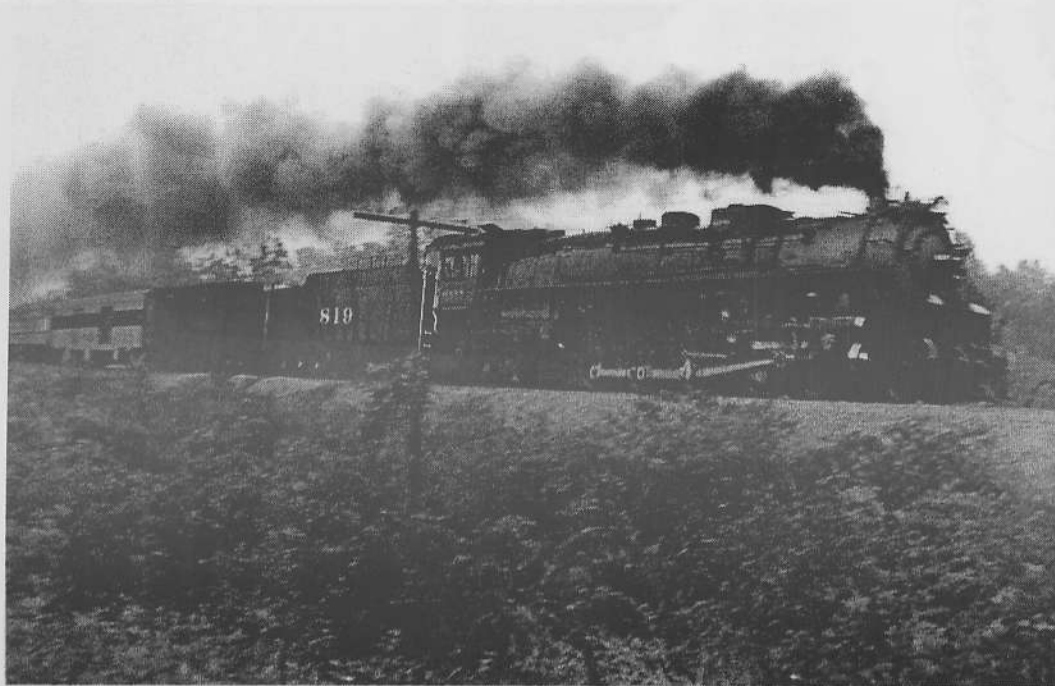
The four men had plotted the holdup for several months. Downing supplied the horses. Alvord provided the dynamite and fuse, which he acquired by breaking into the Soto Brothers Mercantile store in Willcox. Billy Stiles and Matt Burts held up the train and blew up the safe and car roof.

The last "successful" train robbery in Arizona was a failure. That occupation was in its dying days. In the 1890s there were 261 train robberies in the U. S. At the annual convention of the International Association of Chiefs of Police in 1907, William A. Pinkerton, chief of the famous detective agency bearing his name, said, "I know of no train robbers or 'hold ups' alive and out of prison today..."





October 28, 2000 Rock Island Club excursion on the Ouachita Railroad, shown here going through Junction City (on the state line between Arkansas and Louisiana). (*James Fullerton photo - Mr. Fullerton lives in Junction City*)



Both photos by Richard Harris during one of the runs of SSW 819 between Pine Bluff and Tyler last century. Emailed to the Arkansas Railroader by Stewart W. Long in April 2002.



(Photo taken May 13, 2002 by David Hoge)

Amtrak's southbound Texas Eagle hours late, takes on passengers as the daily Little Rock & Western rolls through Union Station on its way to the UP yard in North Little Rock, Ark.