



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

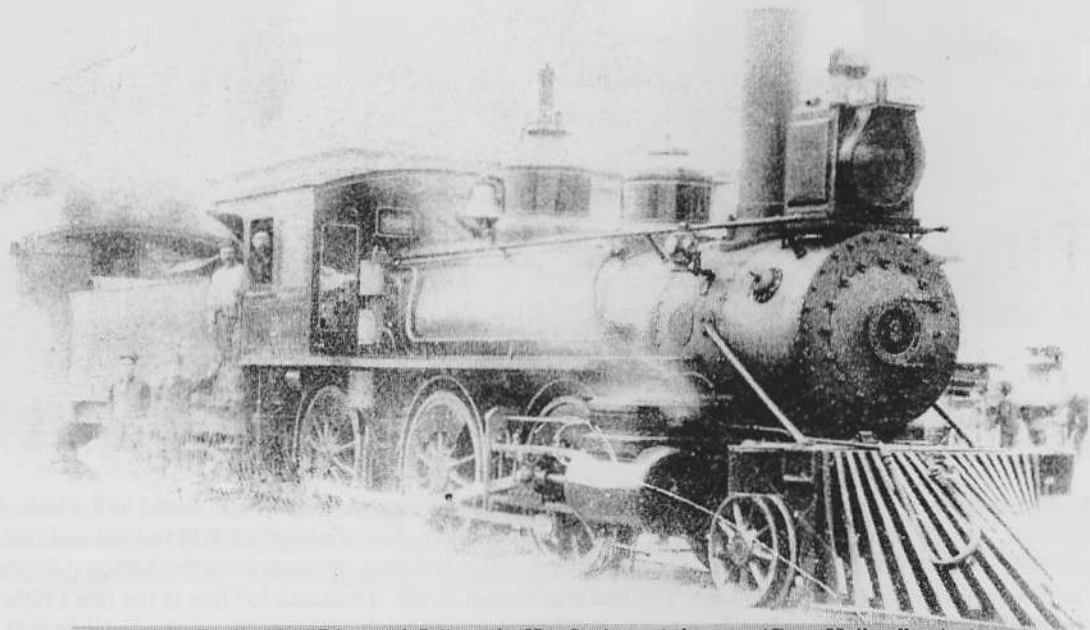
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The 1887-built Hot Springs Railroad Narrow Gauge Roundhouse in Malvern, Arkansas, was added to the National Register of Historic Places on May 29, 2003, after considerable work and research by Ken Ziegenbein, Bill Pollard and others of the Little Rock Chapter NRHS. Tom Shook is also working on a history of this building, separate from the National Register nomination. The tracks in front belong to Arkansas Midland. The line was known as the "Diamond Jo" line in the late 1800s and early 1900s, becoming the Rock Island later. Union Pacific's main northbound line through Malvern runs just a few hundred feet to the left of the photo. The roundhouse is in its original location and remains in remarkably good shape. It's now used for storage of plastic insulation, among other things, owned by Rusty Hardy, who gave his permission for us to have it listed. *(Ken Ziegenbein photo, October 21, 2002)*



SSW 4-8-4 No. 819 also was placed on the National Register of Historic Places in May 2003 (it was indeed a historic preservation month for both the Arkansas Railroad Club and the Cotton Belt Rail Historical Society). This photo was taken during one of 819's trips to Tyler in the 1980s, exact location unknown. (*Richard Harris photo, given to me by Stewart W. Long. Mr. Long was onboard using his ham radio, telling Mr. Harris where the train was*)



Hot Springs Railroad - "Diamond Jo" road - Hot Springs, Arkansas. (Gene Hull collection)

Here is a Gene Hull collection photo of a locomotive on the Hot Springs Railroad, perhaps one that could have used the Malvern Roundhouse at one time.

2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
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BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com

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

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>

JULY MEETING will be held on **SUNDAY, JULY 13** at the usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock (just a few blocks off Markham Street). Refreshments will be served as always. The program will be **Charley Scarbrough's Train Travels** - Charley Scarbrough, a native of Pine Bluff, now of Little Rock, likes trains and has traveled extensively for many years, including England, Scotland, Germany, etc., as well as the more familiar Cotton Belt and Missouri Pacific in their heyday. He has also made many trips on Amtrak. Charley does not have slides, but will bring many photos for the occasion.

Charlie Scarbrough is 60 years old, was born and raised in Pine Bluff and lived in Little Rock since 1964. He has been a freelance commercial announcer since 1975 (that's radio and TV commercials, audio presentations for advertising agencies in Alaska, Florida and everywhere in between). Charlie enjoys traveling on trains, old and new, planes, boats, ships, ferries, etc.

He's been on Amtrak, several lengthy routes: Coast Starlight (LA to Seattle), Little Rock to St Louis round trip, New Orleans to LA, Omaha to Reno. Also as a kid: Little Rock to Chicago round trip and Pine Bluff to St. Louis round trip, both with sleepers, on the Missouri Pacific and Cotton Belt.

He's traveled on many trains in Great Britain...Britrail, Scotrail, and many private lines, old and new, large and small...and SMALLER!! High speed Intercity trains (150 mph) and very slow steam trains with 1st, 2nd, & 3rd classes...DMU's (DieselMultipleUnits), and very quite electrics. And...he's ridden the Pike's Peak Cog Train in the USA along with a diesel from Fort Smith to Winslow, Arkansas and back.

He'll have lots of pictures of British trains, and will have some give-a-ways of interest from Scotland, Wales and England.

FUTURE PROGRAMS: August - Bruce Stockbridge/Garden Railways; September - Peter Smykla's Paperton Junction Southern outing in Pine Bluff.; October - North Little Rock History Commission on railroad's in Arkansas; November - Open; December - Christmas Party (We will try to have the Christmas Party on Saturday, December 13 - pending. This year we'll have it at our usual meeting place at Pulaski Heights Presbyterian Church and will have it catered by Franke's Cafeteria).

BOARD MEETING JULY 13 - There will be a called Board of Director's Meeting on Sunday, July 13, 2003 at 1 p.m. at our usual meeting site. Robin Thomas, the chair, said this is a very important meeting so all board members are urged to attend.

LETTERS TO CONGRESSMAN NEEDED – Peter Smykla, Jr. has asked anyone who can to write a letter to U.S. Congressman Mike Ross (314 Cannon HOB, Washington, DC 20515; (202) 225-3772; 1-800-223-2220) asking him to help get a bill that would give the old Arsenal Branch railroad easement to Jefferson County (that's the line that goes to Peter's Paperton Junction Southern Railroad).

AOL PROBLEMS – For the few of you still on AOL, they just changed their junk mail policy and as of early June, email sent to any AOL address from certain parts of Comcast.net (my broadband Internet provider) and sent from a few other ISPs will not get delivered. And people who send email to AOL address will not always get any notification of non-delivery. I just wanted you to know that when I send out club notices to our club's email list, AOL members may or may not get them. AOL is working on the problem.

ROUNDHOUSE LISTED ON NATIONAL REGISTER – See the front cover for photos and information, on the Malvern roundhouse being put on the National Register, but here is the official announcement: ARKANSAS, HOT SPRING COUNTY, Hot Springs Railroad Roundhouse, 132 Front St., Malvern, 03000462, LISTED, 5/29/03.

MEMBER STORY – MOPAC BL2, E-6 – Donald R Smith, dsmithjr@jam.rr.com, writes: For the last 3 or so years I have been working on a article about the unique diesels that the Missouri Pacific owned and operated in the state of Arkansas. I interviewed Mike Adams about a year or so before he passed away. I wanted some insight as to the operations of the Mop BL2 locomotives.

These locomotives operated out of Gurdon Ar and were used primarily on trains # 275/ # 274 (Gurdon to Monroe La. Redball freights). These ugly ducklings that some have called them operated in pairs. Mopac only had 8 of them and I was able to find a B&W print of a couple of BL2s sitting in Monroe La in 1957.

One other interesting locomotive that operated in Arkansas was the E-6 passenger unit # 7100. Once this locomotive and its 2 car consist finished up on the Delta Eagle route, they were transferred momentarily to the Gurdon to Monroe route. These trains were numbered 821/ 822. This # 7100 was a one-of-kind locomotive built by EMD.

Train # 275 was scheduled to depart Gurdon Ar @ 7:00 pm nightly. The first train that 275 was scheduled to meet was train # 822. These 2 trains met at Chidister Arkansas. So chances are these 2 trains had 2 forms of some of the rarest power on the Missouri Pacific. And I doubt that any body at the time was railfanning this line, so I would just about imagine that nobody was there to record this event on film.

Right now I am in the process of decaling and LL2K E-6 that is modified to look like the MP # 7100. I have the 2 car set that ran behind this locomotive and when completed all 3 cars will look something like I hope that ran through the piney woods and swamps of south Arkansas and northeast La.

I have written an article that I hope one day will be published in the MPHS Eagle magazine. It has the Mike Adams interview about the BL2 operations. Would you like a copy? Heck, I will even send photographs of the 2 BL2 in Monroe. Who knows, you might want to publish the article in the Arkansas Railroader! Thanks Donald R. Smith Jr., Monroe La. (no postal address given).

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.

FOR SALE – *The Pioneer Zephyr: America's First Stainless Steel Diesel/Electric Train* is a new book telling the story of America's most famous train and its' May 26, 1934 high speed first run. It was written by R. W. Rediske, who personally knew the people who help build this train. The paperback book costs \$19.95 plus \$4.50

postage with orders sent to The Pioneer Zephyr, PO Box 210249, Nashville TN 37221. If requested, you'll get a special free 8x10 photo of this train with the order. The book has over 200 photos.

WANTED – Information on the whereabouts of the old 15-inch gauge 4-4-2 steam locomotive that used to the in

the basement of the state capitol in the 1930s and 1940s. Does anybody know where it is today or where it was moved? Contact David McDonald, 2222 S 25th St, Fort Smith AR 72901, 479-785-1177.

FOR SALE – Railroad items from an Estate auction in Missouri, including 27 railroad employee handbooks and other

items dated from 1935 to 1965 in good condition. They are for sale at a very fair price, according to auctioneer Judith Cole, who does not collect such items but would like to sell them.

Some details: For Sale--23 R.R. employee pre-printed hand books--2 timetables # 3&4 east div.--2 time return&delay report books--dated anywhere from 1917 to 1964--Railroads included are: Missouri Pacific Lines, K.C.T.Ry.Co., Burlington Route, Frisco, Saddlers time books, McQuin time books, Westinghouse No. books. Call 816-331-1692 Belton Mo. or email: steve.auction.hotmail@earthlink.net

WANTED – HELP with getting grants. I am with the Central Delta Historical Society and we just completed renovation of the 1912 union depot in Brinkley, Arkansas. It is being used as a visitor's center for the Louisiana Purchase State Park and also a museum. Naturally, a major focus in the museum is the building, itself, and any railroad connected items. The historical Society

has been "given" a railroad Caboose, and an early 1900's wood sided "depot" and the associated "gambler's house". We only need to get the items moved to the museum site. We have a bid on the costs of moving the items and are now searching for grants, etc., to help fund the cost of moving the items so we can preserve their history. Any suggestions? Contact Laura Bussell – CDHS, 100 W. Cypress, Brinkley, AR 72021, laurabussell@hotmail.com

WANTED – Information on the Coy, Arkansas depot, such as photos, history, timetables, etc. Arkansas Historic Preservation Program personnel are working on trying to get this structure listed on the National Register of Historic Places and would like all the information they can obtain. Contact them at: at 1500 Tower Building, 323 Center St., Little Rock, AR 72201, call the agency at (501) 324-9880 [TDD 501-324-9811], send e-mail to info@arkansaspreservation.org or visit

the AHPP's Internet web site at www.arkansaspreservation.org.

The AHPP is the Department of Arkansas Heritage agency responsible for identifying, evaluating, registering and preserving the state's cultural resources. Other agencies are the Arkansas Arts Council, the Delta Cultural Center in Helena, the Old State House Museum, the Arkansas Natural Heritage Commission and the Historic Arkansas Museum.

WANTED - I've been trying to find photos of Rock Island caboose 17883 in service. I found one listed in the collection of a guy in Illinois, taken in Davenport, Iowa in 1978, but haven't been able to see it. I'm paying for him to find the negative and make a print for me. Does anyone else have any photos or anything at all about this specific caboose? Is there a place I could find lists of daily assignments it was used for, that sort of thing? Contact Michael Hibblen via email at: hibblen@bellsouth.net

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.

MASSACHUSETTS - SPRINGFIELD TERMINAL RAILWAY CO - To discontinue service over a 2.11-mile line of railroad known as the Bemis Branch extending from milepost 8.83 to milepost 10.94, in Waltham and Watertown, Middlesex County, MA. B&M was authorized to abandon the line in Boston and Maine Corporation--Abandonment--in Middlesex County, MA, STB Docket No. AB-32 (Sub-No. 89) (STB served Aug. 16, 2000), and consummated the abandonment in June 2001. Effective on June 6, 2003. (STB Docket No. AB-355 (Sub-No. 27X, decided May 2, served May 7, 2003).

NORTH CAROLINA – CSX - to abandon an approximately 0.64-mile line of railroad between milepost AE 245.06 and milepost AE 245.70 in Sanford, Lee County, NC. effective on June 18, 2003. (STB Docket No. AB-55 (Sub-No. 632X, decided May 12, served May 19, 2003)

TEXAS – UNION PACIFIC, MID-MICHIGAN RAILROAD - UP to abandon and TNER to discontinue service over a 33.5-mile portion of the Bonham Subdivision between milepost 94.0, near Paris, and milepost 127.5, east of Bonham, in Lamar and Fannin Counties, TX. effective on June 18, 2003. (STB Docket No. AB-33 (Sub-No. 163X)] and [STB Docket No. AB-364 (Sub-No. 8X, decided May 12, served May 19, 2003)

KANSAS – V AND S RAILWAY, INC. - to abandon a 20-mile line of railroad extending from milepost 21.0, at Medicine Lodge, to the end of the line at milepost 41.0, at Sun City, in Barber County, KS. A final decision will be issued by August 20, 2003. (STB Docket No. AB-603 (Sub-No. 1X, decided May 16, served May 22, 2003)

MASS/NEW HAMPSHIRE – SPRINGFIELD TERMINAL RAILWAY COMPANY - To discontinue service over two portions of a line of railroad, with a combined length of 11.97-miles, known as the Manchester and Lawrence Branch, extending (a) from milepost 1.40 to milepost 7.6 and (b) from milepost 20.93 to milepost 26.70 in Essex County, MA, and Rockingham and Hillsborough Counties, NH. Effective on June 26, 2003. (STB Docket No. AB-355 (Sub-No. 28X, decided May 20, served May 27, 2003)

NEBRASKA – BNSF - to abandon an approximately 9.28-mile line of railroad between BNSF milepost 87.02, near Blue Hill, and milepost 96.30, near Bladen, in Webster County, NE. effective on July 4, 2003. (STB Docket No. AB-6 (Sub-No. 404X, decided May 22, served June 4, 2003)

WEST VIRGINIA – CSX - To discontinue service over an approximately 5.3-mile line of railroad, extending between milepost BAH 63.7 at Sincel and the end of the track at milepost BAH 69.0 near Henry, in Grant County, WV. effective on July 10, 2003. (STB Docket No. AB-55 (Sub-No. 637X, decided May 29, served June 9, 2003)

NEW YORK – CANADIAN NATIONAL - To discontinue trackage rights over a 5.3-mile portion of trackage owned by New York Central Lines, LLC (NYC) and operated by CSX Transportation, Inc., in Buffalo, Erie County, NY. The line is described as the following segments: (a) NYC's Chicago Line between CP-2 and CP-5 (milepost 5.4+/-), near the south end of NYC's Seneca Yard; (b) NYC's Compromise Branch between CP-437 and CP-2; and (c) NYC's Bailey Avenue Branch between CP-T and CP-437. Effective on July 9, 2003. (STB Docket No. AB-279 (Sub-No. 5X, decided May 30, served June 9, 2003)

ARKANSAS RAIL NEWS

BNSF RAILCAR FACILITY PLANNED

(*Marion, Arkansas*) – The Southern Company, an electric utility company based in Atlanta, plans to build a \$10 million railcar maintenance facility in Marion for trains that deliver coal from Wyoming, mainly on the BNSF. These trains haul Powder River Basin coal from Wyoming to Southern's power plants in Juliet, Georgia and Quinton, Alabama.

The Marion facility will employ 20 to 50 workers. Construction of the plant will begin in June and be completed in July 2004. Southern Company plans to build about 18 miles of new track on the 130 acre site. BNSF has about 3500 rail cars that deliver coal. (*Arkansas Democrat-Gazette, via Randy Tardy*)

AMMONIA PLANT SHUT

(*Sterlington, Louisiana, McGehee, Arkansas*) - The combination of low ammonia prices and high natural gas prices cost 26 workers their jobs in early June at the Koch Nitrogen plant in Union Parish, Louisiana. The plant, which ceased making ammonia in February, will not resume manufacturing for an indefinite period, said company spokesman Philip Ellender. Ten to 15 workers will remain to operate a terminal to accept, store and transport ammonia and fertilizer. In May 2002 32 people lost their jobs at the plant. Question: What will happen to the Delta Southern's CF-7s being used at this facility. Will they be moved to McGehee, Arkansas? (an email writer wanted to know)

GENERAL RAIL NEWS

FIREWORKS RAIL SHIPMENTS

Due to the unclear regulations put out by the Homeland Security Agency, railroads have been forced to halt shipments of fireworks material due to potential costs and liability. For one thing, they must do background checks on not only rail employees involved in shipment, but in the companies that manufacture the fireworks. One fireworks firm estimated it will double their transportation costs (\$4000 instead of \$2000) to ship the stuff by truck, resulting in some smaller July 4th fireworks displays probably being

canceled. This company also said that trains actually are the safest and most secure way to move fireworks.

To quote Don Lantis of South Dakota, whose family owns a pyrotechnics company: "It's getting stupid. Do they really think a terrorist will use a firecracker to blow up a building?"

NOISY TRAINS

(*Arlington, Texas*) – The city of Arlington, Texas wants to eventually install new automated horn systems at road crossings that would direct the noise of locomotive whistles toward the

crossing only instead of 360 degrees around it. With the systems, the 80-decibel noise circle would be reduced to only a small footprint near the crossing instead of going out in all directions, irritating many businesses in the downtown area. They cost \$100,000 each and the city would assume the insurance liability should accidents occur of up to \$200 million per incident. That's not sitting well with some council members and nothing will probably be done until the state has some kind of limit placed on liability. (*Fort Worth*)

Star Telegram, via Jerry Nunn, May 16, 2003)

BNSF SELLS ALABAMA RAIL LINE

BNSF has sold and leased 288 miles of contiguous rail line in and around Mobile, Ala., to RailAmerica Inc. unit Alabama & Gulf Coast Railway for about \$15 million in cash. The 288 miles of rail line includes owned, leased and trackage rights segments running from Amory, Miss., to Mobile, Ala., connecting directly with AGR at Kimbrough, Ala. As a result of this connection, RailAmerica said it expects to realize significant cost savings, as AGR now provides direct access to the Port of Mobile for large paper product manufacturers and other customers in the region.

AGR anticipates hauling about 23,000 additional carloads and generating \$12 million in new operating revenue on this line in its first full year of operation. Including the acquisition, AGR operates 429 miles of rail line and expects to move about 58,000 carloads a year. Major shippers on the line include Gulf States Paper Corp., EKA Chemicals, Kerr-McGee Chemical, Weyerhaeuser and the Port of Mobile.

ON THE OTHER HAND....BNSF

While selling a line in Alabama, BNSF wants to buy and operate a section of railroad owned by Butte-based Montana Western Railway Co. BNSF is asking federal regulators to approve the purchase of a 52-mile line of railway that stretches from Garrison to Butte, Montana. The Surface Transportation Board could make a final decision within

30 to 60 days (mid Summer). They owned that stretch of railway until 1986 when it was sold to Montana Western. The current owners of the line said about 15 workers might have a chance to seek jobs with BNSF if the national railway takes over.

OHIO CENTRAL QUILTS EXCURSION-TRAIN SERVICE

(Sugar creek, Ohio) - Ohio Central Railroad unexpectedly and abruptly announced the end of regular passenger excursion-train service, effective May 24, 2003. OC's daily steam-powered passenger train, based out of Sugar creek, Ohio, 30 miles south of Canton, made its final run at 3:30 pm that day. One reason they decided to quit the 15-year-old excursion service was the high cost of insurance and a decline in passengers.

AMTRAK NEWS

"As the world's wealthiest and most powerful nation, the United States should upgrade our rail system to the same modern standards that other nations currently enjoy. Rail service, ranging from streetcars to passenger railways, has played a crucial role in our nation's economic growth, and we should recognize its potential benefits in the modern era. We should make rail an integral part of our national passenger transportation system and regard it as a durable public investment with long-term benefits in a comprehensive transportation strategy, which should include increased numbers of rail stops in states like Arkansas." – Arkansas US Senator Blanche Lincoln in response to a letter from me regarding Amtrak funding.

TEXAS EAGLE POSTS "TEXAS SIZED" JUMP IN RIDERSHIP

For the third straight month, Amtrak's Texas Eagle route (Chicago-San Antonio-Los Angeles) increased ridership by double digits over the previous year. In April, ridership on the Texas Eagle was 13,353, a 37.2 percent increase over April of 2002. In March, ridership rose to 15,588, up 39.4 percent from the previous year. February ridership, 9,980, was up 13.5 percent from February 2002.

AMTRAK PRESIDENT COMMENTS

Amtrak President Gunn's goals are minimal: "stability" of the physical condition of plants and equipment and of the operating deficit. His candor is unprecedented: He says that for the next five years, Amtrak will need subsidies declining only from \$1.8 billion to \$1.5 billion a year. That includes \$4.5 billion of capital spending and, more depressing, \$3.5 billion of operating subsidies.

"The marketplace," he says, "has been completely distorted by government investment." Government provides billions of dollars for traffic control and runways for airlines, highways for cars and trucks and buses. Manhattan, the nation's priciest real estate, is covered with streets that drivers do not pay the full cost of. (David Gunn, June 7)

Geography sets strict parameters of passenger rail productivity. An airliner, Gunn notes, can make two Chicago-to-Los Angeles round trips in a day; a train takes 45 hours to go one way. Thirty-two years and more than \$40 billion in subsidies (in today's dollars) after Amtrak was cobbled together from the remnants of various passenger rail systems, a nationwide poll shows 71 percent public support for subsidizing Amtrak at current or increased levels. Support for Amtrak is strong among all regions, ages, education levels and income groups.

Amtrak -- long-distance trains, legislative logrolling and all -- should be counted as a cost of democracy. It is here to stay, like true love, only more so. (*Washington Post*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

THANKS FOR YOUR TICKET ORDER TO THE IDAHO CASCADIAN PASSENGER TRAIN!

The train operates between PAYETTE and CASCADE, IDAHO, on the IDAHO NORTHERN & PACIFIC RAILROAD COMPANY, on FRIDAY, AUGUST 8, 2003. Below is your ticket and attached is a release that you are asked to fill out, sign and turn in when boarding the train.

DETAILED TRIP SCHEDULE: The train operates on Friday, August 8, 2003. We depart Payette, Idaho at 7am. The train will operate one-way to the end of the railroad at Cascade, passing through orchard and farm land between Payette and Emmett and then the fabulous Payette River Canyon. Several stops will be made along the line for photography as well as to pick up lunch at Horseshoe Bend. At Cascade, luxury tour buses will be available to take the passengers back to Payette at the end of the day. We expect to arrive at Cascade by 6pm and will return to Payette by 10pm. A short dinner stop will be made with the buses.

EQUIPMENT: All of the passenger equipment used on this trip is supplied by the Thunder Mountain Line, a tourist excursion passenger train which operates on part of the Idaho Northern & Pacific. The train includes a collection of enclosed coaches and open flatcars with onboard restrooms. All of this equipment dates from the middle of the 20th century. It has been restored for modern use but may not be fully accessible for all passengers. Steps and narrow aisles may make it difficult for some people. Because of their historical design, passengers needing special assistance are asked to make arrangements on their own for physical help.

ON-BOARD SERVICES: Snacks, drinks and souvenirs will be available for sale on the train. Lunches are not included in the trip price but are sold separately and will be picked up at Horseshoe Bend. Meals are \$10 each. If you did not originally order one, they will be sold up to 10 days before the trip. Please choose either ham, roast beef, turkey, or vegetarian sandwich. Meal also includes salad, chips, cookie, fruit and drink. Passengers can also bring their own food on to the train. However, to ensure adequate space on the cars, passengers are encouraged to carry only small bags or coolers. Coolers and bags must fit overhead or under seats to keep the aisles clear.

HOTELS AND LOCAL TRANSPORTATION: Passengers are expected to make their own hotel reservations and accommodations to get to and from the train. A list of area hotels is included here. Please note that all of the following hotels are in Ontario, Oregon, on I-84 just a few miles from Payette. Idaho travel information can be obtained by calling the Idaho Travel Council at 800-635-7820.

Best Western Inn	251 Goodfellow Street (exit 376B)	541-889-2600
Budget Inn	1737 North Oregon Street	541-889-3101
Colonial Inns of Ontario	1395 Tapadera Avenue	541-889-9615
Economy Inn Motel	88 North Oregon Street	541-889-6449
Holiday Inn	1249 Tapadera Avenue (exit 376B)	541-889-8621
Motel 6	275 NE 12th Street	541-889-6617
Motel Carlile	589 North Oregon Street	541-889-8658
Ontario Inn	1144 SW 4th Avenue	541-823-2556
Oregon Trail Motel	92 East Idaho Avenue	541-889-8633
Sleep Inn	1221 SE 1st Court (exit 376B)	541-881-0007
Super 8	266 Goodfellow Street (exit 276B)	541-889-8282

FURTHER INFORMATION: Please contact the Southern Appalachia Railway Museum with any questions that you might have. E-mail is preferred at: bjenninl@utk.edu. If you want to send a written question, send it to SARM Idaho Cascadian, P.O. Box 5870, Knoxville, TN 37928. Please include a self-addressed stamped envelope with any correspondence.

Tickets: Please fill out the ticket order form and mail a check or money order, along with a self-addressed stamped envelope, to: SARM Idaho Cascadian, P.O. Box 5870, Knoxville, TN 37928. Tickets and area information will be returned by mail. Tickets from orders received after July 31 will be available at the train. No orders will be accepted by mail after August 6. Any available tickets will be sold the day of the trips at the train. For more details, see www.southernappalachia.railway.museum. Order today, tickets are very limited for this one-time event! All tickets are sold first come-first serve so don't delay.

**The Idaho Cascadian Passenger Train Registration Form
Friday, August 8, 2003**

Ticket Order Form:

Name: _____

Address: _____

Phone: _____

E-mail address: _____

Number of Tickets Needed:

Payette to Cascade Train Ride with bus return _____ @ \$125 = _____

Lunch: Ham _____ Turkey _____ Vegetarian _____ @ \$10 = _____

Total \$ _____

COLORADO - August 21-24, 2003 – The annual Durango & Silverton Narrow Gauge Railroad’s Railfest Celebration. This year’s event is named “Happy Rails To You” and will highlight western movies made on the D&S line. There will also be special excursions pulled by the 1875 Eureka and Palisades and the Rio Grande Southern Galloping Goose #5. Plus the regular public excursions most days are available. You can also sign up for the D&S’s new email newsletter – go to <http://www.durangotrain.com> for details and to charter special trains. Durango & Silverton’s reservation phone number is: 970-247-2733, mailing address: 479 Main Avenue, Durango CO 81301-5494.

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



ROCK ISLAND CABOOSE MOVE
By: Michael Hibblen. hibblen@bellsouth.net

Having an opportunity to buy a vintage Rock Island railroad caboose was one I just couldn't pass up. Caboose #17883 was built in 1930 and was among the first group of steel cabooses built by the railroad. It was in service 50 years, an office on rails at the end of thousands of freight trains, until Rock Island went bankrupt in 1980. Like much of Rock Island's equipment, the caboose was be sold, but sadly would sit neglected and deteriorating for 23 years. My parents and I have now begun the slow process of restoring it. We hope to turn it into a guest house, while maintaining its original railroad character.



I first came across #17883 in December 2002. I had seen on a list of "captive" Rock Island cabooses on the internet that there was one near my parent's house, west of Little Rock and decided to try and find it while my wife and I were visiting Arkansas for the holidays. It took about an hour of driving around to find because there was no address given, but when I did I was amazed. While it was clearly in terrible shape, it was a beautiful old caboose, similar to so many I had seen as a kid. It was in a yard beside a house. No one was home at the time, so I took several photos and noted the address. I decided to see if the person who lived there would be interested in selling it, since it didn't seem to be very appreciated. With no name, only an address, I wrote a short letter asking if the owner would be interested in selling it. It ended up being good timing because I got a call from owner Richard Adams a few weeks later, who said he and his family would be moving in a few months and had been trying to figure out what to do with it. The offer to buy it began the real challenge: figuring out how to move the roughly 30-ton caboose about 20 miles. The owner, who worked for the Arkansas Highway

Department, recommended Dick Mooney Crane Rentals, which frequently did work for the state. After several weeks with lots of telephone calls and discussions with the company about how much it would cost and all the possible variables and problems, we finally set a date to begin the move on Monday, April 14. It ended up taking two and a half days.

According to the Rock Island Technical Society, cabooses 17850- 17899 were built by the railroad in 1930. They were the first steel sheathed cabooses for the Rock Island, using virtually the same specifications as the wooden caboose that had been in use since 1903. The only thing not visible in these photos is the chimney, which we found in a closet inside. The area of the roof where it stuck out was caving in. After years of neglect, the wooden roof and floor, along with plywood used as inside walls were pretty much rotted. But it was nice to see that it was still in its original final form for the Rock Island, and still had its final paint scheme. Below are 42 images I took of the caboose, showing what it looked like inside and out, along with almost each step of the move. It took longer than my parents and I had hoped, but Dick Mooney's staff did a very methodical and careful job and, most importantly, did not damage the fragile caboose.



The ladders were still fairly sturdy. Also visible is the peeling paint under the roof.

The walkway was still in place on top of the caboose, which even allowed people to get around the cupola. Also, lots of leaves and pine needles had settled there. If you enlarge this image, you can clearly see there had once been a Rock Island shield on the cupola, perhaps stolen or taken off when sold by the railroad.

One of two crumbling desks on opposite corners inside the caboose, along with the original chairs which had cushions on metal frames bolted to the floor.



The original toilet, which would simply dump human waste onto the tracks, is intact.



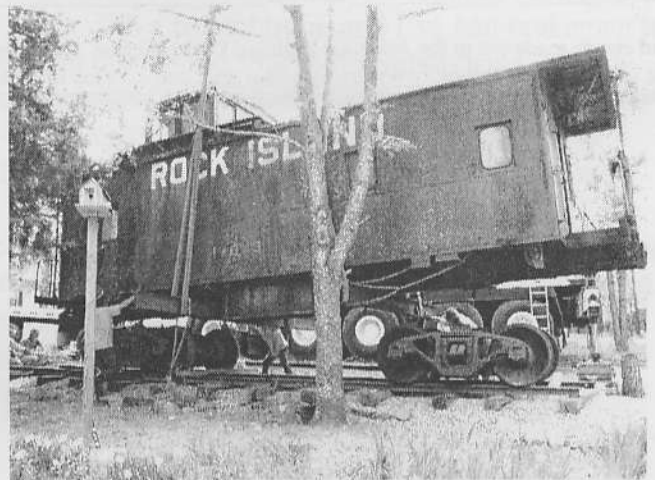
With incredible precision, the crew lowered it onto a low-boy trailer. Using chains, the caboose body was secured onto the trailer for transport.



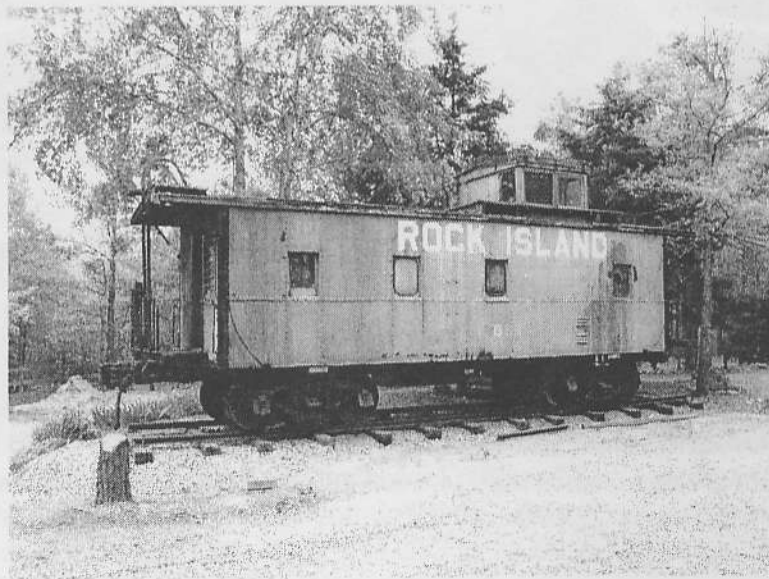
With everything in place, the caravan began the 20 mile drive to my parent's. I drove ahead to catch the incredible site of the caboose on Ark Highway 10. Traveling a careful 35 to 45 miles an hour, the caravan did back up traffic.

It was stunning to see it heading west on Highway 10, which is a beautiful drive. The lead truck of the caravan had a pole in front with the height of the caboose.

The first job at my parent's house was to get the rails evenly lined up, properly spaced and the spikes hammered in. With the wheels having been lifted into position on the tracks, they wait as the caboose is lifted off the trailer. It took a few tries for the crane to get the caboose body properly positioned onto the trucks.



At times crew members had to practically climb underneath to get it lined up. The move safely completed, the caboose here sits ready to begin renovations.



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.



Robin Thomas took this photo at Union Station May 24, 2003. It had two NS units, the first one, No. 9749, had the new NS paint scheme, The train was the QLWNL.

RAILROADING – ONCE A VERY DANGEROUS PROFESSION

By P. B. Wooldridge

In the good old days, before automatic signals and radio, railroading was a very dangerous profession. The men who rode those beautiful steam engines were especially brave, always mindful of what might be just around the curve.



The Jonesboro Subdivision of the Cotton Belt ran across the Grand Prairie. The 800-engines were capable of 90 mph with a freight train, and I've had brakemen tell me that they've gone even faster than that on the Jonesboro Subdivision. I had a young friend speeding south on No. 3, the Cotton Belt *Blue Streak*, reportedly the fastest scheduled freight train in the world, who leaned out from the engine to inspect the train, when his head struck the water column, and another brave man was lost.

But on the Pine Bluff Subdivision you had a completely different story, hills and curves. There the tonnage rating on an 800 was 3,000 tons or 60 cars. Through Bearden, for example, southbound you were dropping off Little Bay hill, and northbound you were making a run for it, at 70 mph.

With schedules of freight trains running in 5 or 6 sections, in addition to all the troop trains and Extra trains, the system was pushed to the limit. It was exceeded one morning when I lined up the interlocker at Fordyce Tower to head in a southbound freight to meet 7 trains, then continue 6 miles to Thornton and meet 6 more. This was during World War II.

I live within sight of the Cotton Belt and the only whistle I ever hear is a highball, 2 blasts, and the highway crossing, two longs, a short and then a long until the crossing is past. But back years ago the whistle was very much in use. Whenever the train made an unscheduled stop, the engineer immediately whistled out his flagman, one long followed by 3 shorts. The flagman was recalled when ready to move again by 4 long blasts from the SOUTH, and 5 long blasts from the NORTH.

Wrecks were frequent, and most of them were rear-end collisions, mainly due to the flagman not being back far enough to stop a high speed train. I recall two slight rear-end bumps where the rear platform of the caboose was crushed, but still operational, and the rear brakeman picked up his orders standing on the front porch.

One engine whistle signal which would unnerve any operator, hurriedly copying a last minute rush train order, was the "Calling on the Board" signal. With the operator tied up with the Dispatcher, the Engineer would whistle 4 short and rapid blasts, pleading for the operator to come out and hand-up. Many's the time I got out just in time to deliver orders and a clearance to the engine just as it roared past. Then I'd rush back into the depot and do the same for the caboose, hoping the freight was a long one. Then I'd give the caboose his orders as it flew past. If you failed, you could rest assured that both the Dispatcher and the train crew were indisposed with you, and you were in their doghouse. After such an experience, with your blood pressure very high, you'd dash into the depot as you watch the caboose markers disappear around the curve, re-check your train orders, hoping that everything was OK. IF NOT, A MILLION DOLLAR WRECK COULD OCCUR, WITH 6 GOOD MEN DEAD!!

An aftermath of such stress would result in frequent nightmares during sleep. During such periods, I was fired at least a hundred times, and delayed a thousand fast freights.

What a relief it was to wake up! ♣

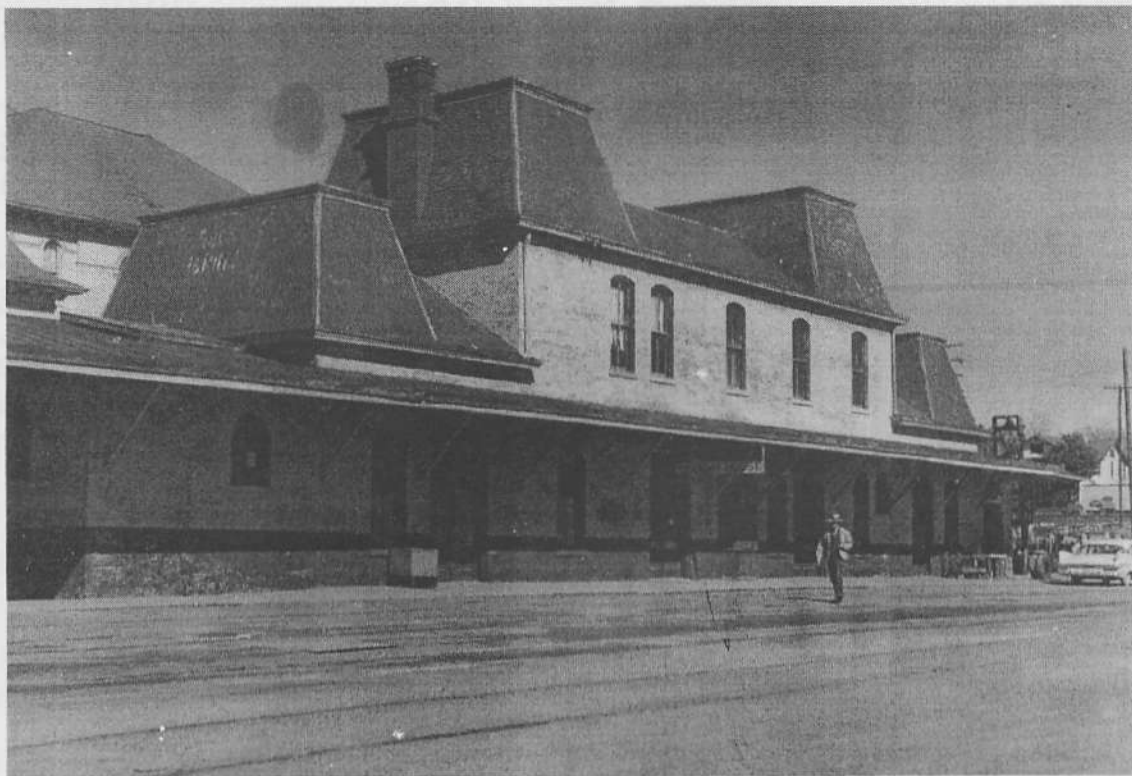


Photo by Gene Hull of the Rock Island's Hot Springs, Arkansas depot in 1960, just before demolition. The nostalgic sadness was emphasized by the lone man in front of the station.

DEPOTS IN ARKANSAS - HOT SPRINGS (Rock Island)

by: Gene Hull

The rails of the Hot Springs R.R. (Diamond Jo Line) entered Hot Springs 25 January 1876 and passenger service began at that time between Hot Springs and Malvern on the St. Louis, Iron Mountain & Southern.

The many mineral springs attracted nationwide visitation. Eleven-car trains ran twice-a-day - eight freight cars, one combination baggage-express car and two fine coaches. Before long, elegant private cars began to appear as their wealthy owners came to relieve aches and pains by bathing in the hot mineral springs.

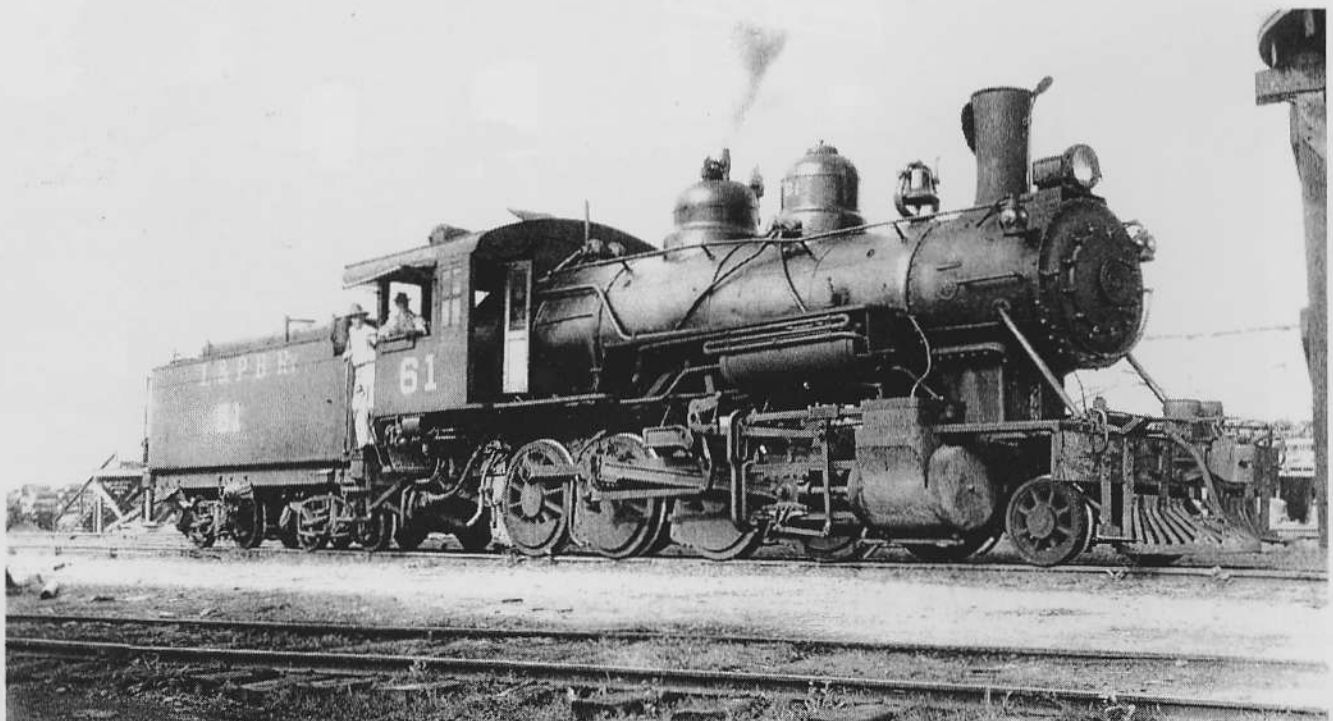
The railroad was acquired by the Choctaw, Oklahoma & Gulf (Rock Island) on 10 May 1902. To accommodate these elegant visitors, "Diamond Jo" Reynolds, owner of the Hot Springs R.R., built this handsome Mansard-roof station.

In 1944, Rock Island train No. 45 westbound, the HOT SPRINGS LIMITED out of Memphis, served Hot Springs with a parlor car, a sleeping car, a diner, a chair car and a coach on a 4-hour 35-minuted schedule.

The last Rock Island passenger train left this station on Saturday 22 September 1951. In November 1961 the 81-year old station was demolished to make way for a civic center and convention hall.

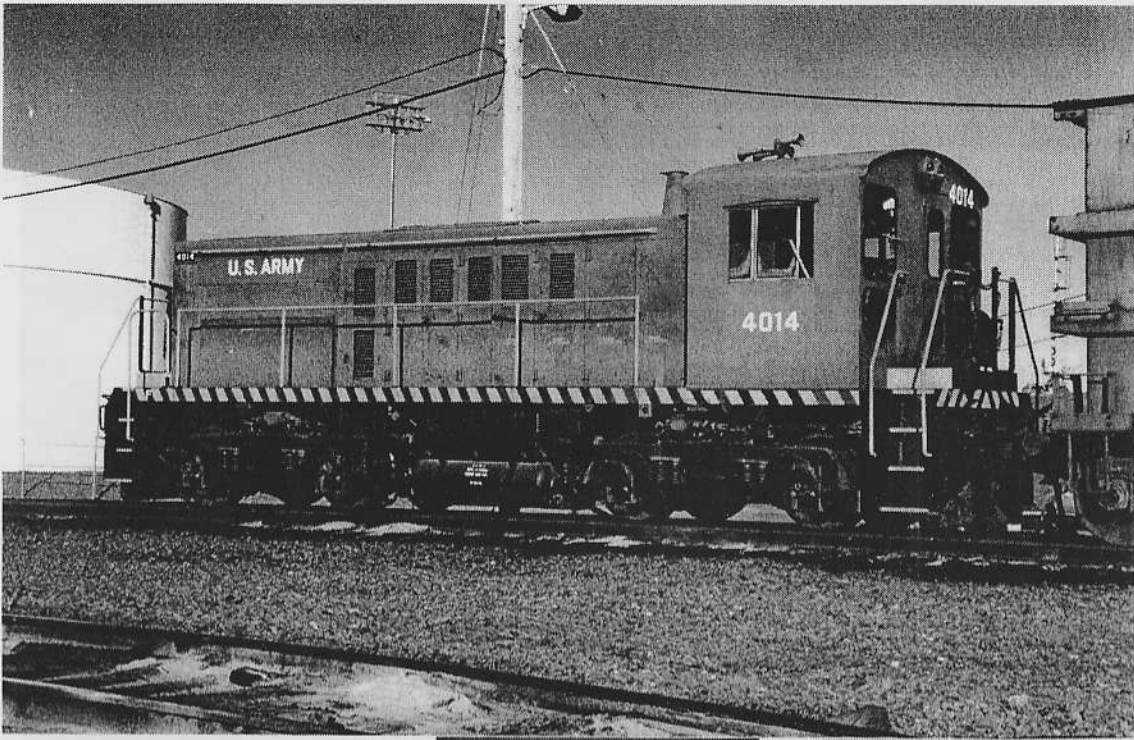


This photo, given your editor by Randy Tardy, shows the last run of a Missouri Pacific scheduled passenger train to Hot Springs from Little Rock's Union Station on January 20, 1964. There were 72 coach passengers and 39 Pullman passengers on board. The scheduled departure time was 11:20 a.m. but on this last day, it left at 12:04 p.m.



Louisiana & Pine Bluff Ry # 61, 2-8-0, Huttig, Arkansas, ex-Cisco & North Eastern # 61. Freight only-3 mi long.

(Dave Briggs collection)



TOP-US Army 4014, RS-4-TC-1A at North Little Rock on April 10, 2003, 500 hp. It was heading to Fort Chaffee, Arkansas. **BOTTOM**-Texas State RR #7 (TSR #7) in the North Little Rock Union Pacific yard on February 8, 2003. It's an Alco RS-2, 1500 hp, built in 1947. It was heading for Brookville, Pennsylvania. *(John C. Jones photos)*