



ARKANSAS RAILROAD CLUB



Little Rock Chapter
NRHS

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Feb. 1975 Stilwell, Ok.
KCS Railroad
Southbound Freight
3 degrees Fahrenheit

Photo by Bill B. Bailey



A very cold February 1975 day at Stilwell, Oklahoma as KCS #664 pulls a southbound freight through town. Temperature was 3 degrees F. (Bill B. Bailey photo)

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 (501-331-2030)
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BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
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 May program of the Arkansas Railroad Club, on **SUNDAY, MAY 19** (note date changed from second to third Sunday due to Mother's Day being on the previous Sunday), will be given by Willa Pinkerton, railroad agent of the Little Rock Port Authority Railroad. She has been agent for many years and is only the second railroad agent since the company's inception in the early 1970s. A history of this switching line is given below.

Time of the meeting will be 2 p.m. at the usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Refreshments will be served.

The June meeting will once again be held at Dover for our annual outing to ride Ron Esserman's backyard Walden Too Railroad. Date will be June 15, a Saturday. We will not have the regular meeting in June as a result. It is advised to bring your lunch to this fun outing.

OPERATIONS AND HISTORY OF THE LITTLE ROCK PORT AUTHORITY RAILROAD

(as cut and pasted from their website)

The Little Rock Port Authority Railroad is a switching railroad that serves the Little Rock Port Industrial Park. The line extends from its junction

with the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company near the Little Rock National Airport to the Arkansas River at the Little Rock Port dock facilities. The system includes several spur lines to industries within the Industrial District and a marshaling yard where switching takes place between the Little Rock Port Authority Railroad and the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company. The Port Railroad operates on approximately 12 miles of track.

The Port Railroad is a vital link in the transportation network for the Little Rock Industrial District and for greater Little Rock. The railroad provides direct intermodal connections with the river terminal on the Arkansas River for over thirty industries, warehouses, and distribution companies in the district along with numerous shippers from the central Arkansas region. This allows shippers to access global market areas via the Arkansas/Mississippi Rivers systems through the international port at New Orleans, Louisiana.

The Port Railroad operates with a four man crew. Hours are from 7:00 a.m. to 3:30 p.m. Monday through Friday. Overtime switching is at the discretion of the Executive Director of the Port Authority. The Port Railroad connects to the Union Pacific Railroad and by trackage/hauling rights to the Burlington Northern Santa Fe.

The Port Railroad is a Surface Transportation Board certified switching railroad authorized by ICC Federal Docket No. 24549 dated August 4, 1967. The Port Railroad activated certification in June 1972, and hired a four man crew in October 1974.

Employees are under all Federal Railroad regulations (Engineer Certification, Safety Regulations, and Track Maintenance). The track is maintained for a Class II railroad. The 900 HP diesel electric EMD locomotive built in 1952 is leased from RELCO Locomotives. The mainline track is 110# rail. The Port Railroad has a published tariff. Current charge is \$111.58 per loaded car. Part of this switch rate is absorbed by the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company.

NRHS 2002 RAILCAMP - The NRHS along with the National Park Service Steamtown National Historic Site will have its' 5th annual Railcamp in Scranton, Pennsylvania. This is a program open to 9th through 12th graders interested in learning about railroads, history and career opportunities. There will be two separate sessions: July 14-20 and July 21-27. Cost is \$550 per student, which includes lodging in Scranton. Write to Railcamp 2002, NRHS, PO Box 58547, Philadelphia PA 19102-8547. I also have an application blank.

*Some rail history: **MARCH 26 1891***

Rogers Locomotive Works rolls out ten-wheeler #4493 which eventually becomes Sierra Railroad #3. Starting with The Virginian with Gary Cooper in MARCH 26 1929, Sierra RR #3 becomes the most photographed locomotive in the world. Other movie appearances include Dodge City, High Noon, Duel in the Sun and Back to the Future III. It also had many TV appearances including The Lone Ranger, Rawhide, Bonanza, Petticoat Junction, Gunsmoke and Little House on the Prairie.

COLOR COMING AGAIN SOON - There will be more color covers, but time constraints due to a couple of part-time jobs and working on other things have prevented me from running them off on my HP1200C printer (it takes about 7 hours to run the 11x17 color copies- several hundred - per side). I plan to use them mainly on special occasions. But they will return. Also, the 2002 membership roster will be forthcoming in the next month or two.

NEW MEMBERS - R. E. Anderson, PO Box 322, Booneville AR 72927, 501-675-4266; Ken Hensley, 1902 West 27th, Pine Bluff AR 71602; Michael Lowe, PO Box 958, St Louis MO 63188-0958.

MINUTES OF THE APRIL 14, 2002 MEETING of the Arkansas Railroad Club, by secretary Tammy Hodkin.

The meeting was called to order by President Fred Fillers at 2:00 p.m. We had a program first today and it was given by Tom Shook and Ron Esserman. It was on the History of Duddlebugs. After that we stopped for a short break at 3:30 p.m.

Tom Shook reported on NRHS. Ron reported on the trip that we will be taking on April 27, 2002. The train on the Ouachita Railroad will be leave El Dorado at 10:00 a.m. Saturday morning. We will be eating BBQ that day. SO make sure Ron knows if your going to be there. Ken has put how to get to Ouachita Railroad for the trip on April 27, in the April newsletter.

Next months meeting will be on Sunday, May 19, 2002, because of Mother's Day. The Meeting for June will be on June 15, 2002, at Ron Esserman's place. Everyone needs to bring a lunch with them.

MINUTES OF THE MARCH 10, 2002 MEETING of the Arkansas Railroad Club, by Secretary Tammy Hodkin

The meeting was called to order at 2:00 p.m. by President Fred Fillers. He welcomed everyone. Walter Walker gave the Treasurer report. Fred reported that Tom Shook would be the new NRHS Director. Bill Baily reported on how 819 is coming along.

April 6, 2002, will be the show and sale for Pine Bluff Cotton Belt Rail Historical Society. Ken reported on a train-photographing trip in March that he and John Jones and Robin Thomas had taken. John Jones reported on the Union Pacific and Amtrak. Bill Baily also reported on the Board meeting they had.

The club will not be having a show and sale this year. The books that the club has will be staying where they are for now. Rob Esserman reported on the trip the club will be taking on the last Saturday of April to El Dorado. He needs to know who will be going. The program for April will be by Tom Shook and Ron Esserman.

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 - Used railcars, passenger and caboose cars, plus locomotives. Several sheets of listed equipment for sale. Contact Ozark Mountain Railcar, 732 Skyline Dr, Forsyth MO 65653, 417-546-6453, <http://www.ozarkmountainrailcar.com>, email: info@ozarkmountainrailcar.com

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.

PENNSYLVANIA-CSX - To abandon a line of railroad in its Northeast Region, Baltimore Division, P&W Subdivision, extending between milepost BFH 0.0 and milepost BFH 2.1, a distance of approximately 2.1 miles, in Pittsburgh, Allegheny County, PA. A final decision is anticipated to be issued by June 14, 2002. (STB Docket No. AB-55 (Sub-No. 606X, decided March 7, served March 15, 2002)

MONTANA - BNSF - To abandon a 3.60-mile line of railroad between milepost 1227.58 and milepost 1231.18, in Kalispell, Flathead County, MT. (line). Effective on April 20, 2002. (STB Docket No. AB-6 (Sub-No. 392X, decided March 12, served March 21, 2002)

NEBRASKA - BNSF - To abandon and discontinue service over a 9.46-mile line of railroad between milepost 32.70 in Beatrice and milepost 42.16 in Wymore, in Gage County, NE. Effective on April 20, 2002. (STB Docket No. AB-6 (Sub-No. 391X, decided March 13, served March 21, 2002)

OHIO - NEW YORK CENTRAL LINES, LLC - To abandon and CSXT to discontinue service over approximately .90 miles of railroad between milepost QIO 163.98 and milepost QIO 163.08 in Sidney, Shelby County, OH. Exemptions will be effective on April 24, 2002. (STB Docket No. AB-565 (Sub-No. 6X, decided March 15, served March 25, 2002)

MASS. - NEW YORK CENTRAL LINES, LLC - To abandon and CSXT to discontinue service over approximately 2.17 miles of railroad between milepost QBG 5.7 and milepost QBG 7.87 in Chelsea, in Suffolk County, MA. Exemptions will be effective on April 30, 2002. (STB Docket No. AB-565 (Sub-No. 7X) and STB Docket No. AB-55 (Sub-No. 605X, decided March 18, served March 29, 2002)

OHIO - NEW YORK CENTRAL LINES, LLC - To abandon and CSXT to discontinue service over approximately 1.5 miles of railroad from milepost QED 114.1 to milepost QED 115.6 in Delaware, Delaware County, OH. Exemptions will be effective on May 14, 2002. (STB Docket No. AB-565 (Sub-No. 8X)] and [STB Docket No. AB-55 (Sub-No. 608X, served April 12, 2002)

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

SLAVERY LAWSUIT

(March 25 2002) - Three corporations are accused of profiting from slavery in the first

of an anticipated barrage of lawsuits by African-Americans seeking compensation for abuses suffered by their ancestors. The

lawsuit names insurer Aetna, railroad CSX and financial services firm FleetBoston as defendants. The complaint, to be filed

Tuesday in federal District Court in New York, asks for unspecified damages, restitution for unpaid slave labor and a share of corporate profits derived from slavery. It argues that African-Americans are still suffering the effects of 2 1/2 centuries of enslavement followed by more than a century of institutionalized racism. The complaint blames slavery for present-day disparities between blacks and whites in income, education, literacy, health, life expectancy and crime.

CSX spokeswoman Kathy Burns says there is "no legal basis" for the lawsuit. "It is an unfortunate misuse of the legal system to attempt to address issues well over a century old at the expense of today's workers and stockholders."

AUSTRALIA'S NORTH-SOUTH RAIL LINK

(Darwin, Australia) - Workers on April 8, 2002, began laying tracks for a railroad that will complete Australia's long-awaited north-south rail link and provide a new trade route to Asia. The line consists of about 1,420 kilometers (880 miles) of rails that will cross the desert Outback.

The 1.3 billion Australian dollars (dlrs 685 million) line, which has been planned for a century, will link Darwin — Australia's closest seaport to Asia — with the central city of Alice Springs, where it will connect with an existing railway to the southern coastal city of Adelaide. Over the past 100 years, government planned to build the railway but could not raise enough funds. But now, state and federal governments and a consortium of private companies have come up with the cash.

LOCOMOTIVE ENGINEERS NEEDED

Since the new law that lets railroad workers retire earlier, a lot of railroads are having to hire locomotive engineers (salaries can be as much as \$80,000 to \$125,000). BNSF has a locomotive simulator at Johnson County Community College in

Kansas. The college has a 24-week course on becoming a locomotive engineer and BNSF uses it to train their engineers and conductors. BNSF trains about 700 people a year to become engineers. One criteria is you must be able to lift 75 pounds (the weight of a coupler knuckle). For more information, call Johnson County Community College, 800-228-3378. (Via Jim Johnson)

KCS OPENS NEW HEADQUARTERS

(Kansas City) - Kansas City Southern opened its new headquarters building April 8, 2002, in Kansas City. It reflects the railroad's heritage. Cost of the new building was \$42.9 million. It's 128,000 square feet and located at 427 West 12th Street and looks like an old passenger terminal. The 330 employees working there will occupy space that includes outdoor balconies, office cubicles with panoramic views and murals by Anthony Benton Gude. (Kansas City Star, April 6, via Jim Johnson)

HARMONIC ROCKING? WHAT IS IT?

This is caused when a train sets up certain specific frequencies of vibration. Harmonic rocking from side to side has caused many a derailment with not only damage to the train but also track damage and even broken rails.

In the 1970s it was a big problem for unit trains with certain kinds of equipment. Long lines of identical cars would begin rocking in unison for unknown reasons on apparently perfect track. Someone thought of placing a dissimilar car, say every 20 or so cars, to change the frequency of vibration before the critical point was reached at which the cars would begin to rock. The ploy seemed to work but wasn't a cure. If the rocking didn't actually break the rails, long strings of heavily laden coal cars would knock many miles of track out of alignment, loosening and overturning rails.

Today, harmonic rocking has been identified with certain cars traveling in the

13 to 23 mph speed range on low track joints. At speeds over 45 mph, various empty cars tend to yaw (swing from side to side at each end), usually as a result of truck-hunting. Empty bulkhead flatcar trucks are often subject to harmonic yaw, transmitting yaw to the carbody, increasing the rocking frequency and sometimes causing derailment.

Installing "constant contact side bearings" on the trucks seems to cure the problem. These are friction devices applying just enough resistance to truck rotation to damp the yawing but not prevent rotation. Another "cure" for harmonic yaw is simply to keep speeds under 45 mph when hauling empty bulkhead flatcars unequipped with the proper side bearings. (*El Paso & Southwestern Flyer*, April 2002, via Dan Barr)

BNSF SPECIAL RUMOR

Member Ricky Shuttleworth emailed a note that he heard the BNSF will run an Employee Special on Sunday, June 2, scheduled to depart Thayer, Missouri at 9 a.m., going to Black Rock, Arkansas, then return.

KATY RAILROAD DOCUMENTS

In 1989, John and Rick Zimmerman, scrap dealers and railfans, accidentally found 3 trailers full of old MKT Railroad paper items going back to the 1920s through 1989 when Union Pacific took over the railroad. These 120 large boxes containing tons of Katy information. Now the trailers reside at Chouteau, Oklahoma with the scrap dealers say they want to sell the collection. They've sold some parts on Ebay, but would like a museum or someone to get the entire lot. Contact them in Chouteau if interested (sorry, nothing more specific is available). (*Dallas Morning News*, March 21 via Dan Barr)

AMTRAK NEWS

AMTRAK BACKS OFF

Amtrak did not post train-off notices

March 29 like it said it was required to do last February. Reasons for not posting them

included getting signs from Congress that it would give them more money and saying

now that it didn't have to post 180 day notices anyway in situations like this when funding comes from Congress. (*Arkansas Democrat-Gazette, April 2, 2002 via Randy Tardy*)

TRANSFER TO PRIVATE COMPANIES OPPOSED

All the major freight railroads have opposed the Amtrak Reform Council's proposal to turn over passenger train operations on some routes to other private companies. "Amtrak's right of access, preferential rates and operating priorities should not be transferred or franchised," Edward Hamberger of the AAR said at a Congressional hearing April 11, 2002. The article also that Union Pacific, which operates the Texas Eagle, lost \$56 million on Amtrak service in 1997. (*Arkansas Democrat-Gazette, April 12, 2002 via Randy Tardy*)

The percentage of people killed in railroad accidents also is small compared with other forms of transportation such as car accidents (73 percent), pedestrians hit by cars (about 11 percent), or people killed on motorcycles (about 6 percent), according to U.S. Department of Transportation records.

IOWA DERAILMENT CAUSE

This NTSB report on the Amtrak derailment at Nodaway, Iowa of March 17, 2001 is interesting reading. It talks about precipitation of internal hydrogen (what's this Bart?):

The National Transportation Safety Board issued the following brief on the fatal Amtrak derailment in Nodaway, Iowa, which occurred on March 17, 2001. Derailment of Amtrak Train No. 5-17 on Burlington Northern and Santa Fe Railway Track near Nodaway, Iowa, March 17, 2001 (the *California Zephyr*)

Time: 11:40 p.m. central standard time
Railroads: Burlington Northern and Santa Fe Railway
National Railroad Passenger Corporation (Amtrak)
Fatalities: 1
Injuries: 77
Property Damage: \$3.38 million
Type of Accident: Derailment

The Accident

On March 17, 2001, about 11:40 p.m. central standard time, westbound Amtrak train No. 5-17, the California Zephyr, derailed near Nodaway, Iowa. Amtrak train No. 5-17 consisted of 2 locomotive units and 16 cars. All but the last five cars derailed. No fire or hazardous materials were involved in the accident. The train crew consisted of an engineer and 2 conductors with 13 on-board service personnel. In addition, 241 passengers were on the train. As a result of the derailment, 78 people were injured, including 1 fatal injury.

Amtrak train No. 5-17 had been operating over class 4 track belonging to the Burlington Northern and Santa Fe Railway (BNSF)1 Creston Subdivision at the time of the derailment. A broken rail was discovered at the point of derailment.

The train had originated at Chicago, Illinois, at 3:35 p.m. on March 17, 2001, (30 minutes late) and was destined for Oakland, California. The train crew had boarded at Chicago. The engineer on duty when the accident occurred had relieved the original engineer at Ottumwa, Iowa, milepost (MP) 280, about 9:00 p.m.

As the train progressed on its assigned route, the engineer found that the horn/whistle on the lead locomotive failed near Murray, Iowa, MP 370, around 10:21 p.m. He advised the dispatcher for the district of the problem and discussed the failure with the conductor. They decided that the conductor would ride in the second locomotive and activate the horn/whistle on the second locomotive when the train approached and passed through grade crossings. They used this procedure until, at Corning, Iowa, MP 414, the train entered a different train dispatcher's district. The new train dispatcher, upon learning of the malfunctioning horn/whistle, instructed the crew to reduce the speed of the train at the grade crossings rather than use the horn/whistle on the second unit. The conductor of train No. 5-17 came forward and rode in the lead locomotive with the engineer to assist him in observing the crossings. The engineer stated (and event

recorder information confirmed) that he began reducing the train's speed at grade crossings. At MP 418.94, the train speed had been 16 mph while passing through a grade crossing. The engineer was accelerating the train during the approach to the accident site (MP 419.92). The event recorder indicated that, at MP 419.90, the train was traveling at 52 mph.

The engineer stated that near MP 419.90, he felt a "tugging" sensation in connection with the train's progress and heard a "grinding, screeching noise," so he made an emergency brake application about 11:40 p.m. When the locomotives came to a stop, the engineer and conductor looked back and realized that the train's cars had uncoupled from the locomotives, and most cars had derailed. The cars were about 1/8 mile behind the stopped locomotives. The engineer radioed the dispatcher and asked him to contact emergency responders. The conductor walked back and surveyed the damage. After reaching the cars, the conductor radioed the engineer and said, "...the wreck look[s] real bad." The conductor found the assistant conductor, and they cared for the passengers. Soon thereafter, local emergency medical service personnel began to arrive and immediately started to evacuate the injured from the train. The emergency response effort was completed by 4:00 a.m., March 18.

A broken rail was discovered at the point of derailment. The broken pieces of rail were reassembled at the scene, and it was determined that they came from a 15-foot, 6-inch section of rail that had been installed as replacement rail at this location in February 2001. The replacement had been made because, during a routine scan of the existing rail on February 13, 2001, the BNSF discovered internal defects near MP 419.92. A short section of the continuous welded rail that contained the defects was removed, and a piece of replacement rail was inserted. This rail, referred to as a "plug," was used to replace the defective rail segment. The plug rail did not receive an ultrasonic inspection before or after installation. It would have been visually inspected for obvious surface damage, defects, and excessive wear before installation.

The Safety Board could not reliably determine the source of the plug rail. Two different accounts were given concerning its origin. The local supervisor said the rail came from his inventory of rail and had been in the inventory for several years. Another engineering manager thought that the rail had come from a rail rehabilitation facility in Springfield, Missouri. In either case, the replacement rail would have been rail removed from another track location for reuse.

Portions of the broken plug rail were sent to the National Transportation Safety Board laboratory for further analysis. The analysis indicated that the rail had multiple internal defects. Specifically, the laboratory found that the **rail failed due to fatigue initiating from cracks associated with the precipitation of internal hydrogen**. Cracks associated with the precipitation of internal hydrogen occur in steels due to excessive

hydrogen content produced during processing.

A M T R A K A U T O - T R A I N D E R A I L M E N T

Four people died and 153 were injured, 20 critically, when an Amtrak's *Auto-Train* derailed Thursday afternoon, April 18 in northeastern Florida. The train jumped the track around 5:08 p.m. EDT, just over an hour after departing Sanford, railroad officials said. The train had 427 people aboard when it derailed in Seville, Florida, about 25 miles west of Daytona Beach and 44 miles north of Sanford. The Auto Train transports cars, vans, and motorcycles and is popular with families traveling on vacation. The train consisted of two engines, 16 passenger cars and 23 auto racks. Officials said 35 of the cars had derailed. About 75 people were trapped inside one of the cars, Florida Division of Emergency Management spokesman Chris Doyle said. Passengers

were seen crawling out of windows and standing on the overturned cars as rescuers brought stretchers to the scene. The engineer said he saw a track misalignment and put on the emergency brakes. The engine and two cars stayed on the tracks while the Superliners derailed and the 23 auto racks mostly stayed on the tracks. There was some discussion about the heavy trailing autoracks not stopping as fast as the Superliners, but then it was determined that the Superliner cars weight more than a fully loaded autorack. The investigation continues.

MORE AIRLINE SUBSIDIES - With the Federal Government taking over all airport security, adding 50,000 security personnel and thousands of luggage-screening machines will cost us taxpayers at least \$10 billion. (Federal Times, April 15, 2002)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

UP 3985 2002 STEAM EXCURSION - JUNE 15, 2002 - CHICAGO TO MILWAUKEE (sponsored by the Chicago Chapter NRHS and 20th Century Railroad Club, <http://www.chicagonrhs.com>). Costs are: Coach \$169; Dome \$259. Go to their website for more details or write to 20th Century Railroad Club, 329 W 18th Street, Chicago IL 60616-1120. The train is **limited to 340 seats**, so order early. It leaves from West Chicago at 900 a.m., Elmhurst, Illinois at 930 a.m. and arrives at Butler Yard in Milwaukee at 1245 p.m., returning at 130 p.m. They will not take phone orders, but if you have questions, call 312-829-4500. I have a reservation form in you'd like one.

UP 3985 2002 STEAM EXCURSION - JUNE 22, 23, 2002 - ST PAUL TO KANSAS CITY with an overnight stop in Des Moines (sponsored by the Camerail Club, 6307 Seward Street, Omaha NE 68104-4761, camerail_club_excursion@yahoo.com) They are not taking reservations by phone, but you can call 309-764-1834 for information. I have a brochure if you'd like to see one.

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, Willams AZ 86046 or go to their website: <http://www.canyonrails2002.com>

MUSINGS ABOUT THE NORTH LITTLE ROCK "HUMP" YARD

by: W. M. "Mike" Adams

Written March 4, 2002 (Mr. Adams is now 82 and still enjoys writing - yes, I had to re-read some of your handwriting, Mike, but I think I got it all right. If not, I'm sure you'll let me know!)

(Missouri Pacific) President P. J. Neff announced in 1956 and again in 1958 that a "double hump" classification yard would be built in Kansas City, Missouri. The east hump was placed in service March 3, 1959. The complete yard all in service November 2, 1959.

On November 23, 1959 the Missouri Pacific Board of Directors authorized construction of a retarder or hump classification yard at North Little Rock.

Construction started in early 1960. The yard was to contain 5 group retarders, each controlling 8 tracks.

On November 22, 1960, the Board authorized construction of a hump yard at McGehee, Arkansas. The target for completion was late 1961.

D. B. Jenks assumed presidency of MoPac on February 1, 1961.

On March 20, 1961, the North Little Rock hump was placed in service with 40 classification or bowl tracks.

Mr. Jenks soon stopped work on the McGehee plan and shifted the money authorized, adding 2 more group retarders with 8 tracks each for a total of 56 tracks in the Bowl.

Finally, another group of 8 tracks was authorized to make a bowl yard of 8 groups of 8 tracks for a total of 64 classification tracks. Incidentally, east of the hump.

Subsequently two small "flat" yards were built southeast of the hump. This was occasioned by the movement of the freight and house from Collins Street in Little Rock to a new one southeast of the hump.

These yards were basically to handle "city" and local business.

The terminals at Little Rock and North Little Rock belonged to the Superintendent of the Arkansas Division (Mr. John W. Treadwell was Arkansas Division Superintendent three of these years) and were the specific supervision of the Assistant Superintendent of the Arkansas Division.

When the hump yard was placed in service, this situation prevailed. However, on July 1, 1963, all the terminals were removed from the Arkansas Division and a new division, the Little Rock Terminal, was placed in service.

A superintendent was appointed for the new division and the Arkansas Division was



relieved of any responsibility.

Eventually the terminal got an assistant superintendent, 3 trainmasters, a road foreman of engines, and 3 transportation supervisors. Business was good. The business that was formerly routed from McGehee up through Wynne to Dexter Jct was rerouted through North Little Rock.

Now - on July 1, 1958, I was appointed Chief Clerk to the Assistant Superintendent of the Arkansas Division. When the terminal got a superintendent, I was made his chief clerk, so I was very much on the scene when this started and for the next 10+ years until I retired September 30, 1980.

If my memory hasn't deserted me, I was Chief Clerk to a total of 8 superintendents: Converse, James, McCormack, Heillebrant, Lang, Schoultz, Rees and Ramsey.

Ralph Hickman was Assistant Superintendent of the Arkansas Division when the hump yard was authorized and through all the trials and tribulations of construction, opening and operations for two years.

When the Terminal Division was authorized in 1963, he was transferred to Alexandria (Louisiana) as Assistant Superintendent and K. M. Converse, Assistant Superintendent at Alexandria, was given the new division superintendent's position. Hickman then resigned and returned to Kansas City as yard master. Converse was later reduced to trainmaster and sent to Fort Worth.

Converse died about 35 years ago and Hickman about 1980 at about age 83. 

The following story relates to feelings I and others have about riding passenger trains, both today and in the past. I thought our readers might like to share this unique experience.

PASSENGER TRAIN RIDING - A CURRENT PERSPECTIVE

(Trains offer luxury, comfort and pleasure)

by a Mr. Furman as written in the March 24 *Cincinnati Enquirer*

Warning: If you're in a hurry, don't read this.

I had the luxury - and it was truly a luxury - of traveling by Amtrak train to Florida to see the Cincinnati Reds in spring training.

Train travel isn't for everyone. Rolling along at about 90 miles per hour with frequent stops and the swaying of cars may not be your idea of a perfect vacation. But I couldn't wait to board the Cardinal at Union Terminal at 5:29 a.m. March 15.

I arrived quite early. I couldn't sleep the night before, perhaps the excitement of riding the train - or the fear of missing it. I'm still not certain.

Mary, the Amtrak attendant at the terminal, greeted me at 3:45 a.m. I was the first passenger to check in. Already, I was pleased: No long lines, no need to arrive as early as I did and no one checking my shoes.

I was required to produce a photo ID for my check-in bags, and they were tagged: Sarasota, Fla.

Finally, around 4:45 a.m., a small but quiet crowd began arriving for the trip to Washington, the first leg of the journey. Elderly people, children, students, business people, all perhaps with the same thought in mind: safe transportation, in comfort, without hassles and the chance to see the beautiful countryside. About 35 of us boarded in Cincinnati.

I booked a sleeper in first-class, and when the Cardinal pulled in I was ready. First-class passengers are among the first to board the train. The sleeping car attendant showed me to my room, as well as to the amenities.

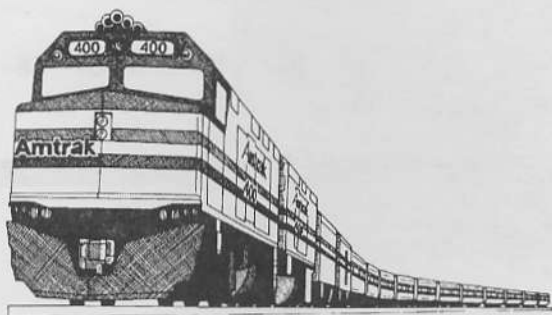
The family sleeper had space for four adults, a bathroom, video TV and AC current to allow me to charge my cell phone. The sleeper ticket included all meals on the train. Soon, we were rolling through Covington on our way to Maysville and on to West Virginia.

The breakfast was super, eggs and hash browns. Then I tried a post-meal stroll through the train. It took some getting used to, as the train was swaying and entering each car required a push on the door.

I viewed the observation car with its wide windows on each side and near the ceiling. The two coach cars, to my surprise, were nearly full. The Cardinal had started its run in Chicago. The cafe car and lounge was for snacks and drinks, and the remaining two sleeper cars were reserved for Amtrak staff.

In my room, I was taken away by the spectacular New River Gorge in West Virginia. The white-water rafters were doing their thing as we headed through Thurmond, Prince and Hinton.

Our engineer explained various points of interest, including basketball Hall of Famer Jerry West's former high school near Cabin Creek, W. Va.



We arrived at Washington's Union Station around 8:30 p.m. According to the schedule, we were about 45 minutes late, **but when you travel by train you're never late, you're just getting more ride for your money.**

I met a man on board who had started his journey in San Francisco and picked up the Cardinal in Chicago. I asked him why the cross-country train trip, and his answer rolled off his tongue: "I love trains."

In talking to other Amtrak passengers, I quickly realized several common bonds: the love of trains, the love of time and the creativity in most of these people. They were in no rush to get to their destination. The layover in the nation's capital was a little more than two hours. I boarded train No. 90 to Orlando at 11 p.m. (there is no direct service to Sarasota).

I slept, awoke at 8 the next morning somewhere in South Carolina, treated myself to breakfast, returned to my room and watched the countryside.

In Jacksonville, sometime late Saturday afternoon, we stopped to change Amtrak staff. I got off and viewed the quaint old station. Where else can you take a trip and stop in time like this?

When we pulled into Orlando around 5 p.m. Saturday, an Amtrak bus was waiting with our luggage boarded for our final leg to Sarasota.

The train provided me with more than a pleasurable ride to Florida. It gave me my time back.

And without the fear of flying. ■

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 _____

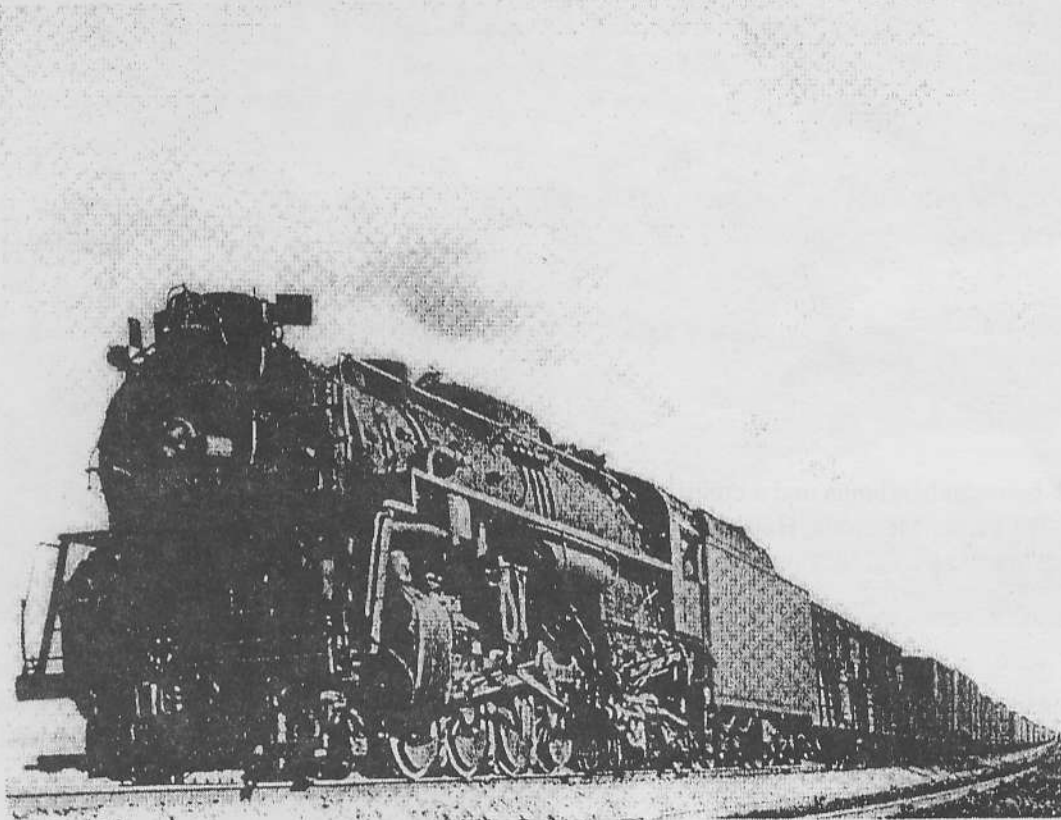
Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.

there
is a
place

WE FIRMLY BELIEVE that for a long, long time, there will continue to be a demand for steam locomotives.

Therefore, while we are building diesel-electrics for the switching field — and while we have nearly completed experimental work on the free-piston gas generator for locomotive use — we will continue to build a complete line of steam locomotives.

We will continue to explore all possible ways of improving such locomotives. We will continue to build them with the traditional fineness of design and manufacture that is responsible for Lima's world-wide reputation. And we will continue to believe that there is a place for these locomotives — for such modern power as the 2-8-4's which we have just delivered as our fifth order to the Nickel Plate.

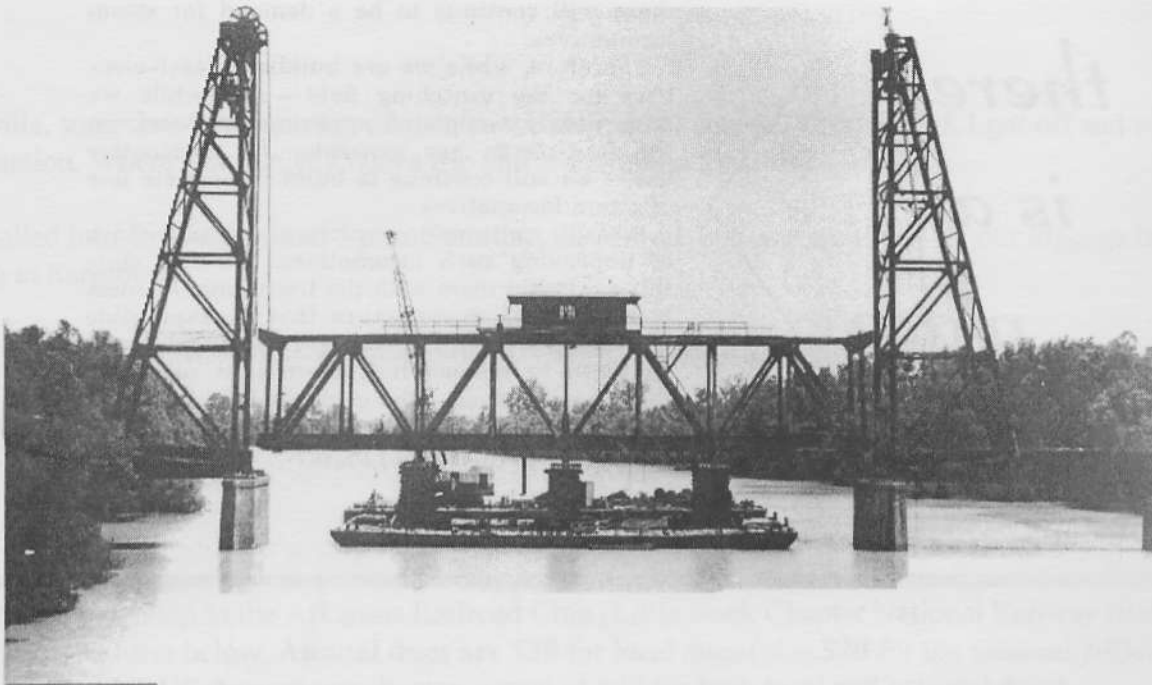


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PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

44 — *Times*, September 1949
Peter Smykla, Jr collection.

1949



Moving the Mo. Pac. Bridge across St. Francis River at Cody, Arkansas to Cedar Bayou, near Baytown, Texas; June 1967. (*Gene Hull photo*)

THE TRAVELING BRIDGE

by: **Gene Hull**

The track between Marianna and a connection with the Rock Island at Hurlburt, Arkansas, 42.9 miles, was built in 1913 by the Memphis, Helena & Louisiana Railway and was completed 1 February 1913. At that time it was owned by the St. Louis, Iron Mountain & Southern and became part of the Missouri Pacific in 1917.

To cross the St. Francis River, the Virginia Bridge and Iron Company of Roanoke, Virginia erected an iron bridge consisting of a 164-foot lift span and two 150-foot high towers, one on each riverbank, containing 260 tons of concrete and steel counter-balancing weights. At that time the St. Francis was a navigable stream. In the 1920s navigation stopped at Marked Tree and at Madison in the late 1950s.

In 1966 the Missouri Pacific abandoned the track from Marianna to Hughes. By 4 June 1967 the St. Francis bridge had been dismantled. The lift span was going to be used to span a canal in Texas.

The span was removed by the Gulf Coast Bridge Company. The bridge was padded with bales of hay and the huge concrete counterweights were broken up with dynamite. Then a 120-foot barge was placed directly under the lift span and partly flooded to lower the barge. Cribbing of railroad ties was laid on the barge.

The crew waited for the river to rise. When it did, the cribbing came up against the bridge span. The water was pumped out of the barge and as the barge began to rise the span was lifted by the barge.

The barge and its cargo headed south for Baytown, Texas where the span was placed in service again. The two 150-foot towers also went to Baytown. 🚂



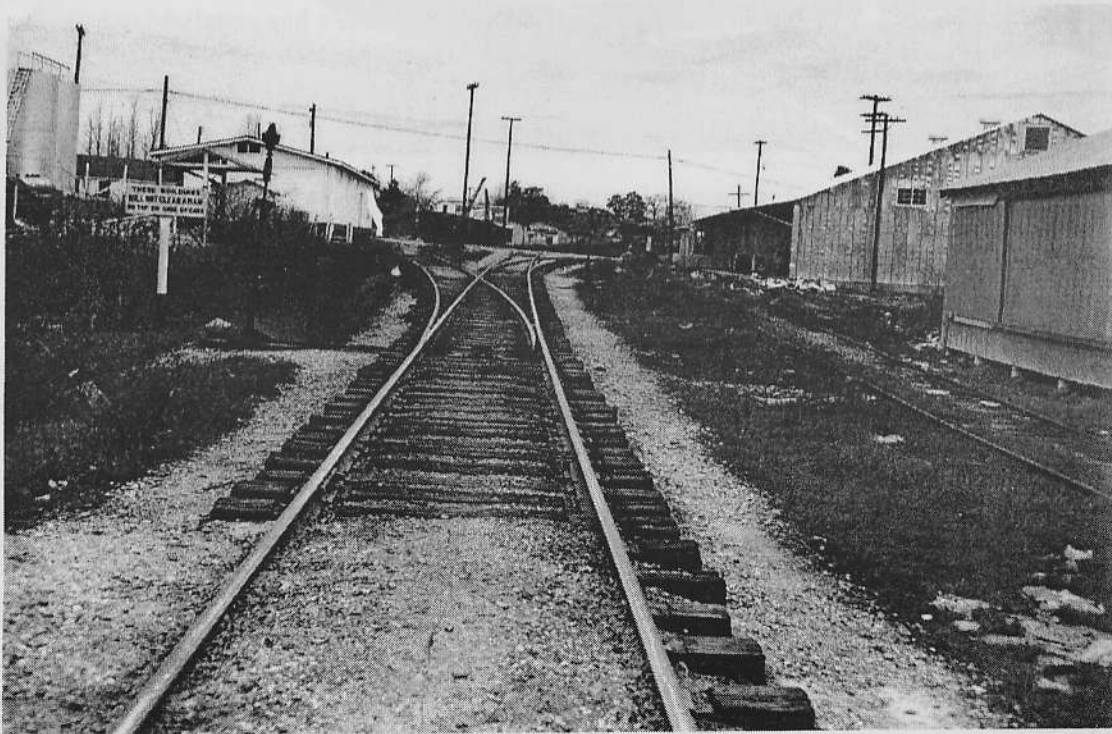
ORIGINAL GB+W #305
FOR SERVICE ON GB+W
PHOTOGRAPHED 6-8-80

Randy Tardy photo - the unit was red.

ARKANSAS RAILROADER - May 2002



Rock Island accident investigation photo taken at Biddle Yard, Little Rock, sometime in the late 1940s. Shown is the "A" frame over rip track No. 6. They were investigation some accident at the yard. (*L. T. Walker collection*)



Rock Island accident investigation photo taken at El Dorado, Arkansas March 1, 1949 in connection with a crossing accident at the crossing straight ahead. Track to the left is a gravel spur and to the right is an oil spur with the main line going straight. (*L. T. Walker collection*)