



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

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The first passenger train to Sulphur Springs, Texas (Church Street Station) since 1956 is set to return to Commerce, Texas on Saturday, April 17, 2004, using the old Cotton Belt Line (today run by the Blacklands Railroad, courtesy of Frank Turner, operating on rails of the Northeast Texas Rural Transportation District). The segment covered by this excursion is a portion of the St. Louis - Southwestern Railroad's main line between Dallas and St. Louis/Memphis. The passenger trains that served the route were the "Lone Star" which departed from Dallas in the afternoon and the "Morning Star" which departed in the morning. It used 1955 era Santa Fe/Amtrak Hi-Level coaches. The trip was a scholarship fund raiser for Texas A&M-Commerce. Tickets were only \$20 for the 40-mile round trip. The coaches rode beautifully. *(Ken Ziegenbein photo)*

2004 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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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 program/meeting of the Arkansas Railroad Club will be **SUNDAY, MAY 16, 2004** at 2 p.m. at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be given by **Charles Scarbrough**, who will talk and show things about his many Train Travels over the years. 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 enjoys traveling on trains, old and new, planes, boats, ships, ferries, etc. and will have a very interesting program (he gave our July 2003 program if you recall). NOTE THE DATE CHANGE TO THE THIRD SUNDAY this month due to Mother's Day being on the second Sunday. The public is invited.

As far as June is concerned, we are planning on the annual visit to Ron's Walden Too railroad in Dover. Ron said we'll have it SATURDAY, JUNE 12 and to arrive anytime after 9 a.m. He'll have soup, salad, sodas and sweets. You can bring your own deserts. We can eat on a flat car in 'air conditioning' if you want, plus there's the refurbished caboose to view and maybe eat in. We'll have choo-choo rides on the Walden Too, too. (Hey, I couldn't resist – I know it's 'train' and not 'choo-choo,' but choo-choo rymes with Too too). Ron said to be there anytime after 9 a.m. on Saturday, June 12 and plan to stay a long time. Ticks are included at no extra fare, so bring some insect repellent and maybe suntan lotion. I'll put a map of directions and photos of the Walden Too in June's *Railroader*.

JUNE NEWSLETTER DEADLINE is Friday, May 8. It will go to the printer Monday, May 10.

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 - A Fairmont engine. I think it is a ROC model. Email or write Don Ottens, Djottens@wmconnect.com, Don Ottens, 3208 Arch Street, Benton, AR 72015, 501-840-1194.

FOR TRADE - KCS Employees Timetables from the early 1970's including:

KANSAS CITY SOUTHERN LINES TIMETABLE No 5 ALL SUBDIVISIONS, Effective March 22, 1970, (Kansas City Southern Railway Co), (Arkansas Western Railway Company), (F.S.V.B. RAILWAY).

KANSAS CITY SOUTHERN LINES TIMETABLE No 47 ALL SUBDIVISIONS, (LOUISIANA & ARKANDSAS RAILWAY), EFFECTIVE MARCH 22, 1970.

KANSAS CITY SOUTHERN RAILWAY COMPANY JOINT TIMETABLE No 95, AND MISSOURI PACIFIC RAILROAD COMPANY, BETWEEN C.S.JCT & G.C.L. JCT EFFECTIVE MARCH 22, 1970.

DE QUEEN & EASTERN RAILROAD - TEXAS OKLAHOMA & EASTERN RAILROAD, TIMETABLE No. 5 EFFECTIVE OCTOBER 5, 1985.

Also **DE QUEEN & EASTERN - TEXAS OKLAHOMA & EASTERN RULEBOOKS**, EFFECTIVE OCTOBER 5, 1985.

Will trade for Employees Timetables off of Arkansas Railroad and other lines such as Cotton Belt, Rock Island, Missouri Pacific etc. Contact Philip L. Moseley, P.O.Box 664, Guthrie, Oklahoma, 73044-0664, (405) 282-2577. My email: pmoseley1@cox.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.

KANSAS – BNSF – To abandon a line of railroad between BNSF milepost 0.62 and milepost 3.50, near South Hutchinson, in Reno County, KS, a distance of approximately 2.88 miles. effective on April 10, 2004. (STB Docket No. AB-6 (Sub-No. 406X, decided March 3, served March 11, 2004)

FLORIDA – FLORIDA WEST COAST RAILROAD COMPANY, INC. –To abandon and discontinue service over an approximately 13-mile line of railroad extending from milepost 734.0, in Trenton, to milepost 721.0, in Newberry, in Alachua and Gilchrist Counties, FL. A final decision will be issued by June 14, 2004. ([STB Docket No. AB-347 (Sub-No. 3X, decided March 11, served March 16, 2004)

FLORIDA – CSX - To abandon a line of railroad in its Southern Region, Jacksonville Division, Clearwater Subdivision, extending from milepost SY 893.80 to milepost SY 895.65, a distance of approximately 1.85 miles, in St. Petersburg, Pinellas County, FL. A final decision will be issued by June 18, 2004. (STB Docket No. AB-55 (Sub-No. 646X, decided March 15, served March 19, 2004)

NEBRASKA – BNSF - To abandon a 15.60-mile line of railroad between BNSF milepost 1.90, near Aurora, and milepost 17.50, near Central City, in Hamilton and Merrick Counties, NE. effective on April 21, 2004. (STB Docket No. AB-6 (Sub-No. 408X, decided March 12, served March 22, 2004)

CALIFORNIA – UNION PACIFIC – To discontinue service and trackage rights over two segments of a rail line known as the Paramount Industrial Lead, owned by the Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority. The line segments extend: (1) Between milepost 495.18 and milepost 495.83 northwest of the intersection of Garfield and Rosecrans; and (2) between milepost 497.11 near Crutcher and milepost 507.87 in North Stanton, for a total distance of 11.41 miles in Los Angeles and Orange Counties, CA. Effective on April 30, 2004. ([STB Docket No. AB-33 (Sub-No. 212X, decided March 24, served March 31, 2004)

ARKANSAS RAIL NEWS

DELTA SOUTHERN'S DERMOTT-WARREN LINE CHANGES TO ARKANSAS MIDLAND

The following was on the Surface Transportation Board's website on March 11, 2004 and regards a Delta Southern leased line between Dermott and Warren, Arkansas. Here is the entire entry and is printed because it involves two Arkansas shortlines:

FINAL ORDER:

Full Text of Decision, 34590

SERVICE DATE - LATE RELEASE MARCH 19, 2004

EB, SURFACE TRANSPORTATION BOARD, DECISION

STB Finance Docket No. 34479

ARKANSAS MIDLAND RAILROAD COMPANY, INC.

-ALTERNATIVE RAIL SERVICE- LINE OF DELTA SOUTHERN RAILROAD, INC.

Decided: March 19, 2004

On March 11, 2004, the Board issued a decision in this proceeding in response to a petition filed by Arkansas Midland Railroad Company (AKMD) pursuant to 49 U.S.C. 11123 and 49 CFR part 1146. AKMD sought an emergency service order authorizing it to provide interim rail service on a Union Pacific Railroad Company (UP)-owned line (the Line) from milepost 422.32 in Dermott, AR, to milepost 461.74 at Warren, AR, a distance of about 39.42 miles. AKMD sought the order for an initial period of 30 days and a total period of not more than 270 days. The Line is currently leased to the Delta Southern Railroad, Inc (Delta).

The Board's decision found that "[t]he petition will be granted unless, by March 18, 2004, Delta certifies to the Board and all parties and shippers that it has taken all steps necessary and is fully serving all customers on the Line." Delta had been advised by UP that it considered Delta to be in default under the lease agreement. Under the terms of the lease, Delta had until March 18, 2004, to cure.

In a letter filed March 18, 2004, Delta states that it has settled its dispute with UP. Delta "will be voluntarily terminating its operations over the subject line so that UP can transfer operations to the [AKMD] . . ." Delta states that it is withdrawing its objection to the emergency service order requested by AKMD. Accordingly, AKMD's petition is granted. It may commence operations once it certifies to the Board that the Line has been repaired and can be operated safely. This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. AKMD's petition is granted, and it is authorized to perform service on the Line for 30 days under the provisions of 49 CFR 1146. It may commence operations once it certifies to the Board that Line has been repaired and can be operated safely.
2. This decision is effective on its date of service. By the Board, Chairman Nober. Vernon A. Williams, Secretary.

ARKANSAS RAILROAD MUSEUM NEWS

(Pine Bluff) – The Arkansas Railroad Museum in Pine Bluff, home of the Cotton Belt Rail Historical Society, will now have a climate-controlled area to store railroad artifacts. According to a recent article in the *Pine Bluff Commercial* by Bobbie Crockett, a 2,000-square-foot climate-controlled structure is being built inside the museum to display and store items. Work is expected to be completed by June 1. "We're building this to store things that would deteriorate if you don't have the proper climate-controlled atmosphere," Bob McClanahan, a member of the Cotton Belt Rail Historical Society Inc., said.

Temperatures in the nearly two-acre museum, a former machine shop, range from about 20s in the winter to more than 100 degrees in the summer. The new structure's temperature will likely hover around 75 degrees, McClanahan said. Old train schedules, mechanical drawings for freight cars, books, financial records and more will be housed in the space, which had been used for general storage.

The first floor of the new structure will house display items for the general public. The second floor will be unavailable to the public and will store artifacts. The items may be made available for research projects etc., under strict supervision by a staff member, McClanahan said. "It's a museum inside a museum, so to speak," Peter Smykla, Jr., a Historical Society member, said. Old train schedules, mechanical drawings for freight cars, books, financial records and more will be housed in the space, which had been used for general storage. Many documents have begun to yellow and the ink has started to fade from the effects of sunlight.

KCS PARK TRAIN NEWS

(Queen Wilhelmina State Park, Mena) – The famous park train which runs around the Queen Wilhelmina Lodge, a KCS black and yellow streamliner model, was being foreclosed by an out of state bank at the end of March. There was a group trying to buy it (I understand asking price was \$150,000) and operate it again this season, but I haven't heard any word recently about the status of that purchase.

RUSSELLVILLE MOPAC DEPOT DEDICATION

The dedication of the Russellville Missouri Pacific depot will be held Saturday, May 29, 2004 at 11 a.m.. This is part of the Main Street program around the country which has helped refurbish many historic depots and other parts of downtown areas. Contact Main Street Russellville for more information, 479-967-1437. *(Thanks to Ron Esserman for above story)*

UP CHALLENGER TO RETURN

Here's the latest schedule from UP on the 3985's return on this area and Texas in May and June. You'll notice that it'll be in Arkansas May 29 (Van Buren to NLR), May 30 (NLR to Pine Bluff), May 31 (layover in Pine Bluff), June 1 (Pine Bluff to Monroe, LA) then again on June 17 (Longview to Texarkana), June 18 (Texarkana to NLR), June 19 (layover in North Little Rock), June 20 (NLR to Van Buren - it covers this route coming and going), then on back to Wyoming. It's going to Houston for fund raising trips (see exactly what it's there for in the total schedule below). (Ken Z)

Saturday, May 22 Cheyenne, Wyo. - North Platte, Neb.

Sunday, May 23 North Platte - Marysville, Kan.

Monday, May 24 Layover and public display

Tuesday, May 25 Marysville - Kansas City, Mo.

Wednesday, May 26 Layover and public display at Kansas City Union Station

Thursday, May 27 Kansas City - Coffeyville, Kan.

Friday, May 28 Coffeyville - Van Buren, Ark.

Saturday, May 29 Van Buren - North Little Rock

Sunday, May 30 North Little Rock - Pine Bluff

Monday, May 31 Layover and public display

Tuesday, June 1 Pine Bluff - Monroe, La.

Wednesday, June 2 Monroe - Lake Charles

Thursday, June 3 Layover and public display

Friday, June 4 Lake Charles - Houston, Texas

Saturday, June 5 - Thursday, June 10 Houston - Layover and public display.

Friday, June 11 Houston - Special Train for Invited Guests from the M.D. Anderson Cancer Center Pediatric Unit.

Saturday, June 12 Layover and public display

Sunday, June 13 Houston - Valley Jct.-Houston. Special Train for guests of the Bush 41@80 Endowment, benefiting the George Bush Presidential Library, Points of Light Foundation and M.D. Anderson Cancer Center.

Monday, June 14 Layover and public display

Tuesday, June 15 Houston - Palestine

Wednesday, June 16 Palestine - Longview

Thursday, June 17 Longview - Texarkana, Ark.

Friday, June 18 Texarkana - North Little Rock

Saturday, June 19 Layover and public display

Sunday, June 20 North Little Rock - Van Buren

Monday, June 21 Van Buren - Coffeyville, Kan.

Tuesday, June 22 Coffeyville - Osawatomie

Wednesday, June 23 Layover and public display

Thursday, June 24 Osawatomie - Trenton, Mo.

Friday, June 25 Trenton - Boone, Iowa

Saturday, June 26 Boone - Fremont, Neb.

Sunday, June 27 Layover and public display

Monday, June 28 Fremont - North Platte

Tuesday, June 29 North Platte - Cheyenne, Wyo.

GENERAL RAIL NEWS

LOUISIANA STEAM TRAIN ASSOCIATION

Here is the latest proposal for running SP steam engine 745, which is undergoing renovation, from New Orleans to Kansas City. This was good as of mid April 2004. Nothing is firm:

June 11, 2004 - We propose to have the engine Blessed in front of St. Louis Cathedral on the River Walk of the French Quarter. Time will be posted later.

June 12-13, 2004 - We will be in Audubon Park for the city to experience the train.

June 17, 2004 - There will be a private reception onboard the train at the Union Passenger Terminal.

June 18, 2004 - Leave for Baton Rouge.

June 19-20, 2004 - In Baton Rouge.

June 21, 2004 - Leave Baton Rouge for Pineville, with flag stops at New Roads and Hessmer.
June 21-23, 2004 - In Pineville.
June 23, 2004 - Leave Pineville for Shreveport with flag stops at Colfax and Coushatta.
June 23-25, 2004 - In Shreveport.
June 25, 2004 - Leave Shreveport for Texarkana.
June 26, 2004 - Go to DeQueen, Ark.
June 27, 2004 - Go to Heavener, OK.
June 28, 2004 - Go to Sallisaw, OK.
June 29, 2004 - Go to Joplin, Missouri.
June 30, 2004 - Go to Pittsburgh, Kansas.
July 1, 2004 - Go to Kansas City, Missouri.
July 1-5, 2004 - Stay in Kansas City.
July 6, 2004 - Leave Kansas City for trip back to New Orleans.
Late Sept - Oct - Tour around Louisiana.

Other stops will be announced as itinerary is finalized.

ORPHAN TRAIN COMPLEX?

(Concordia, Kansas, March 11, 2004)
 - If enough money can be raised, the National Orphan Train Complex will open a museum in memory of the Orphan Trains in May 2005 at the old Union Pacific Railroad Depot in Concordia, Kansas. The depot at Concordia, Kansas was among the stopping points for orphans relocated from New York and other eastern cities to the rural West on what became known as Orphan Trains. They ran mostly in the 1920s and 1930s.

The project will require a minimum of \$200,000 to open the complex for business, and up to \$2 million to complete a research center in the depot.

GEORGETOWN LOOP RAILROAD CALLING IT QUITS

(Georgetown, Colorado, March 18, 2004) - The Georgetown Loop Historic Mining & Railroad Park will begin its final season on May 29th with daily trains running through October 3. An impasse with the Colorado Historical Society is to blame according to the train operators. For 30 years the train operation has been a family business that served passengers from around the world. Last year alone, 115,000 people rode the train. The same family owns the Royal Gorge Route Railroad in Canon City.

The history of the Georgetown Railroad dates back to 1877 when silver was discovered in the mountains west of Denver. That line of rail provided freight

and passenger service to mining camps between Denver and Silver Plume.

But Georgianna Contiguglia, president of the Colorado Historical Society, said the state hopes to find someone else to operate the railroad. "We're really committed to finding an operator to keep the train running," she said. "It is a tourist attraction for the state and an economic engine for Georgetown."

Talks reached an impasse this year over the length of the contract and liability insurance. The operator of the Loop Railroad said his company had wanted a 20-year contract, but the society would only agree to a five-year pact. The Colorado Historical Society also wanted the business to increase its liability insurance dramatically, which was financially not feasible. So, in mid-March, the announcement was made that the railroad will close down after this year. One of the trains will go to the Royal Gorge Railroad, which also is owned and operated by the same family (Greksa). The other train will likely go out of state. *(Partly from the Denver Post, partly from the Internet)*

HISTORIC TRACK MAY BE ABANDONED

(Elwood, Kansas) - Union Pacific Railroad is seeking to abandon a 40-mile section of tracks between Elwood and Hiawatha, Kansas. As of March 22, the abandonment is in its early stages and has not been submitted to the Surface Transportation Board. According to Union Pacific, there are 13 bridges between Elwood and Hiawatha that are

50 years or older. That makes maintenance expensive and limits the size of the loads that can be shipped on the line.

Union Pacific repurchased the 107 miles of track between St. Joseph and Upland, Kan., from RailTex Inc. in 1998. RailTex had bought the line from UP in 1990 and operated it as the Northeast Kansas and Missouri Railroad. The line west of Hiawatha still is heavily used for carrying empty coal cars from Kansas City to the Powder River Basin in Wyoming.

The track dates back to the early days of westward expansion. It originated under the Palmetto & Roseport Railroad Co., which was incorporated in 1857. The section from St. Joseph to Wathena, Kan., was completed in April 1860 — the same month that the Pony Express began. Due to difficult financing and the Civil War, the railroad was extended in fits and spurts to Grand Island, Neb., over the next few decades. In 1885, the line became part of the Union Pacific system.

Over the years, the line was known by a number of names, including the St. Joseph & Denver City Railroad Co., the St. Joseph & Western Railroad, and the St. Joseph & Grand Island Railroad. Mr. Davis said if the line is abandoned, the right-of-way could be converted to a walking and biking trail. Otherwise, the former line would be sold to adjacent landowners. *(By Scott Lauck, St. Joseph News, March 22, 2004)*

NO MORE 'CONFIDENTIAL' RR INFO

(CSX Press Release, April 2004) - CSX Transportation has sent a stern reminder to employees that confidential and proprietary shipment information and accident reports are to be protected. A memo from the rail company states, "The rail industry continues to work with experts in counter-terrorism to enhance rail safety in the U.S. In addition to helping protect the railroads' physical properties and operations, protecting confidential railroad information is key to reducing security threats to the freight and rail transportation network."

"Recently, confidential company information appeared on a railfan internet site, having been forwarded by an employee. A company notice on security and confidentiality addresses CSX Rule 512 and the comparable NORAC Rule L, saying that employees have a responsibility to avoid divulging company affairs or records without proper authorization. That rule is particularly important as applied to hazmat shipments, military cargo, or plans that suggest future movements of trains." "In addition, details surrounding accidents are to be furnished to the public only by a company officer."

CSXT claims that they are taking a hard-line stance on this and will enforce the appropriate rules through termination of employees found to be in violation.

"Imagine a mountain stream, and you throw a leaf into it. Can you tell me where precisely that leaf will be a minute from now? That's what forecasting the weather is like," according to Fred Carr of the University of Oklahoma. Tornados and blizzards get all the attention, but Carr says that "figuring out if low cloud cover is going to break is actually harder than predicting a severe storm." (Fred Carr, head of meteorology school at the U of OK)

U.P.S./UP CRUNCH

Union Pacific began a period of congestion late Winter 2004 due to increased business and crew shortages, among other things. The severity of the problem can be traced partly to Union Pacific's effort to provide premium

service to one of the largest American carriers by rail, United Parcel Service. U.P.S. has begun a new coast-to-coast premium service that requires high-speed train shipment to Dallas, Atlanta and New York. The New York train dispatched from Los Angeles on Tuesday is particularly time-sensitive because it is scheduled to arrive in time for package delivery on Friday rather than the following Monday.

To keep the train on time on the busy, largely single-track segment between Los Angeles and El Paso, called the Sunset Route, railroad dispatchers clear other trains onto sidings far ahead of the U.P.S. train, sometimes hours ahead. At times, trains are stalled because their crews have reached the maximum tour of duty under federal law of 12 hours, and no rested crews are available. It can take a week to sort out such situations.

"The hot trains are a challenge, particularly on the Sunset," said Robert W. Turner, Union Pacific's senior vice president for corporate relations. Executives at other railroad companies said Union Pacific and U.P.S. were discussing possible solutions, but neither company would comment.

Union Pacific and Burlington Northern Santa Fe, the country's two largest railroad companies, handle all the long-distance rail freight traffic to and from the Western states. Burlington officials said their line, which shares port traffic with Union Pacific, continues to operate largely on time but has been forced to make changes including the operation of more heavily loaded container trains on its main line from Los Angeles to Chicago. Almost all Asia trade now moves by rail to and from the Midwest, Southwest and East, and there would not be enough trucks and drivers to handle even a small part of it.

Operating data, reported by rail companies to the Association of American Railroads, gives evidence of Union Pacific's problems. Freight cars on line, which can be used as a measure of congestion, were at a high of 325,634 in the week ended March 19. The average time for a freight car in yards has also spiked upward. At West Colton, the major yard for Southern California, the average time was up to 49.0 hours in

the latest week from 30.8 hours in the first quarter of 2003. Average train speed, which was 24.8 m.p.h. in the first quarter of 2003 and 22.1 m.p.h. in February, was down to 21.5 m.p.h. in the week ended March 19.

This is more important than the slight differences might indicate. Mr. Turner said Union Pacific estimated that each decrease of one mile an hour required 250 extra locomotives, 5,000 extra freight cars and 180 extra employees to make up for the decrease in efficiency. Although the reasons for the Union Pacific's problems can be traced in part to surprising growth in rail traffic, a bigger reason is a serious miscalculation of how many engineers and conductors would stop working when a relaxation of rules of the Railroad Retirement Board took effect early last year. "We admit we got caught short of people," Mr. Turner said. "We're not contesting that. What we're doing is fixing it."

U.P. TO TRUCK U.P.S.

In early April 2004, seeking to recover from a round of delays, Union Pacific will supposed to start shifting a portion of cargo it carries for the United Parcel Service onto trucks. Union Pacific spokesman Norman Black says the company will pay truckers to carry United Parcel packages between Los Angeles and Chicago and between Dallas and Memphis for four weeks. Union Pacific won United Parcel's business in 2003, offering to deliver freight within 60 hours on a coast-to-coast train once a week in each direction, in conjunction with the CSX Corp. The railroad is seeking to recover from a round of delays that began last year, costing as much as \$50 million.

UP ASKING SOME TO CURTAIL USAGE

(Union Pacific Press Release, April 2004) - Union Pacific Corp. has asked customers to reduce their use of the railroad as it works out problems with traffic congestion and crew shortages. Union Pacific officials are asking a few customers to use truck shipments, limit new railroad business and examine ways to reduce the number of train crews needed for loading and unloading.

SD70ACE LOCOMOTIVE KCS TESTING

In early April, Kansas City Southern Railroad received Electro-Motive Division's first two SD70ACE locomotives for a 60-day pilot. The SD70ACE is fresh from the General

Motor EMD drawing board, completely tested in Pueblo, Colo. and will accumulate megawatts as they are used for the first time ever in revenue service as helpers or distributed power on KCSR between Pittsburg, Ks. and DeQueen, Ark. or Shreveport, La.

KCS was chosen for the pilot because of the grade elevation and train weight challenges on the line segment. The 4300 horsepower SD70ACE will be released in 2005 and is Tier 2 emission compliant, as designated by the Environmental Protection Agency.

BLACKLANDS RR EXCURSION HELD

The Blacklands Railroad of Sulphur Springs, Texas, ran a scholarship money-raising excursion between Commerce and Sulphur Springs, Texas over the old Cotton Belt the weekend of April 17 and 18, 2004 using 4 former Santa Fe/Amtrak Hi-Level coaches owned by John's Cars of Dallas (John Radovich). The last passenger train to run over this route was in 1956. I rode the 1 p.m. excursion Saturday (there were 3 round trips that weekend over the 20-mile route, east of Dallas) and really enjoyed riding in those good old Santa Fe Hi-Levels again!

Dr. Dan Monaghan of Garland wrote the following regarding the history of this line:

"The abandoned former Cotton Belt property from Wylie to near Mt. Pleasant was purchased a short time ago by the Northeast Texas Rural Rail District, a state and regionally sponsored agency, and is leased for operation to the Blacklands Railroad which has restored freight service to a number of industries that had been left high and dry with the abandonment of the line by Cotton Belt. The rails had been removed between Greenville and Wylie but efforts are being made to relay the tracks, perhaps with the cooperation of Kansas City Southern, who could readily use it for directional operation of their growing freight traffic between Wylie and Sulphur springs.

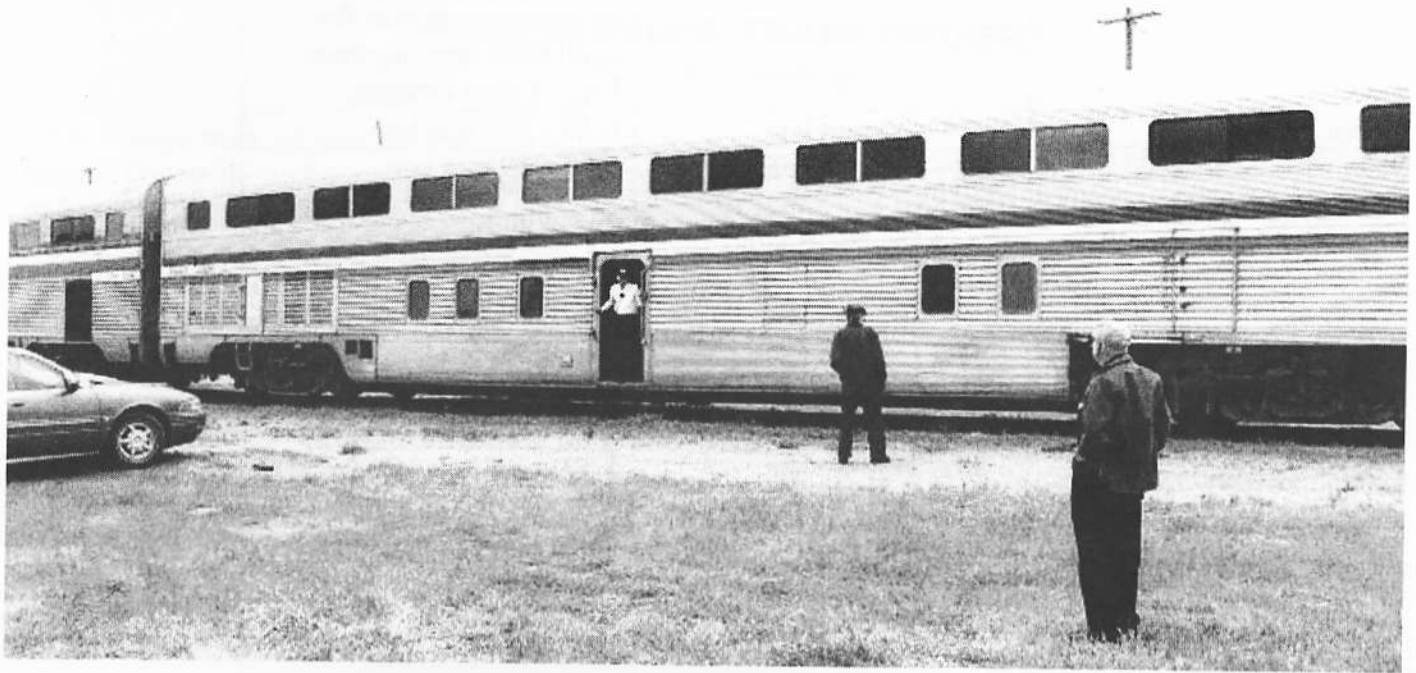
Passenger service on the Cotton Belt ended 48 years ago. The segment covered by this excursion is a portion of the St. Louis – Southwestern Railroad's main line between Dallas and St. Louis/Memphis. The passenger trains that served the route were the "Lone Star" which departed from Dallas in the afternoon and the "Morning Star" which departed in the morning. Their trains were never as fast or as elegant as those of the Missouri Pacific and Katy and did not compete heavily for the long-haul, but they handled the mail and served the small towns along the route with dependable local passenger service. Their day coaches were the well known Pullman-Bradley coaches or "American Flyer" cars, as they were more commonly labeled, made famous by the model train manufacturer of the same name. They usually carried a heavyweight 12 -1 Pullman and a diner-lounge.

Most of the trains divided at Mt. Pleasant to go to Dallas or to Tyler and Waco and even as far as McGregor in earlier times. Their passenger trains were some of the earlier casualties, as the Cotton Belt began to come under Southern Pacific ownership in the early 1930's and by 1950 was wholly owned and subjected to the hostile attitude of the SP that developed about that time toward passenger service. Motive power for the passenger trains in steam days was some high stepping 4-6-0 ten-wheelers and, in later steam days, five former Florida East Coast 4-8-2 Mountains appeared on the scene to create what was probably the most overpowered short passenger trains in the country.

They finally fell prey to ALCO RS road switchers and a couple of ALCO PA units painted in Daylight colors but with silver roofs. For a while the Cotton Belt trains served as commuter trains picking up passengers at a shed built on the main line in the vicinity of Lovers Lane and carrying them to Dallas Union Station. The schedule happened to be just right for the purpose. The railway mail clerks in the RPO cars were so efficient that they would pick up a sack of first class mail in Nevada and four miles down the track and six minutes later it would be broken open and the letters resacked to be kicked off at Josephine. Compare that to today's practices which would probably haul it by truck to Texarkana and haul it back again to its destination.

For me, it will indeed bring back memories, as on June 15th of 1952, my late wife, Ruth, and I departed from Sulphur Springs at 7:30 in the evening on the "Lone Star" riding in an American Flyer car at the beginning of our honeymoon trip. Mischievous friends and kinfolks were feverishly searching for an automobile to decorate. They should have known that we would be on a train. A couple of them figured it out and went to the station to check, but all they saw were the marker lights disappearing around the bend." *Dan Monaghan, Garland, Texas*





Dan Monaghan, right, as the Blacklands special train came into Commerce, Texas to board passengers for the 20 mile trip to Sulphur Springs and return on April 17. Note the former 1955 Santa Fe/Amtrak Hi-Level coaches. This special was run to raise scholarship money for the Tejas Scholarship Endowment Fund at Texas A&M University-Commerce. The passenger cars are owned by John Radovich of John's Cars in Dallas.

AMTRAK NEWS

AMTRAK TEXAS EAGLE DEPARTURES PAST MONTH

Using Amtrak's website, Amtrak.com, I've kept a record of both the northbound and southbound Texas Eagle's arrivals in Little Rock, starting March 13, ending April 12, 2004. No. 22 was due at 11:59 p.m., No. 21 was due at 4:30 a.m.

| <i>DATE-2004</i> | <i>Amtrak 22-Northbound (due 11:59 p.m.)</i> | <i>Amtrak 21-Southbound (due 4:30 a.m.)</i> |
|------------------|--|---|
| March 13 | 12:51 – 52 min late | |
| March 14 | 1:27 – 88 min late | 5:42 – 72 min late |
| March 15 | 12:18 – 19 min late | 4:33 – 3 min late |
| March 16 | 2:32 – 153 min late | 5:02 – 32 min late |
| March 17 | 11:47 – 12 min early | 4:58 – 28 min late |
| March 18 | 12:27 – 28 min late | 4:52 – 22 min late |
| March 19 | 3:38 – 219 min late | 4:25 – 5 min EARLY |
| March 20 | 2:32 – 153 min late | 4:55 – 25 min late |
| March 21 | 2:01 – 122 min late | 5:02 – 32 min late |
| March 22 | 12:40 – 41 min late | 4:32 – 2 min late |
| March 23 | 12:57 – 58 min late | 5:08 – 38 min late |
| March 24 | 12:07 – 8 min late | 4:34 – 4 min late |
| March 25 | 1:45 – 106 min late | 5:03 – 33 min late |
| March 26 | 12:30 – 31 min late | 5:37 – 67 min late |
| March 27 | 1:05 – 66 min late | 5:43 – 73 min late |
| March 28 | 1:25 – 86 min late | 9:18 – 288 min late (late out) |

| | | |
|----------|--|--|
| | | of Chicago due wait for equipment arriving from City of New Orleans) |
| March 29 | 12:34 – 35 min late | 6:30 – 120 min late |
| March 30 | 2:20 – 141 min late (detoured Big Sandy to Texarkana due freight derailment in Texas) | 5:09 – 39 min late |
| March 31 | 12:59 – 60 min late | 5:09 – 39 min late |
| April 1 | 2:32 – 153 min late | 5:08 – 38 min late |
| April 2 | 1:15 – 76 min late | 4:30 – ON TIME |
| April 3 | 1:12 – 73 min late | 5:04 – 34 min late |
| April 4 | 3:38 – 219 min late | 8:57 – 297 min late |
| April 5 | 1:00 – 61 min late | 5:04 -34 min late |
| April 6 | 1:27 -88 min late | 4:46 – 16 min late |
| April 7 | 2:03 – 124 min late | 4:57 – 27 min late |
| April 8 | 10:35 – 636 min late | 4:30 – ON TIME |
| April 9 | 2:10 – 131 min late | 4:24 – 6 min EARLY |
| April 10 | 2:12 – 133 min late | 5:18 - 48 min late |
| April 11 | 2:21 – 142 min late | 5:17 – 47 min late |
| April 12 | 1:58 – 119 min late | 4:58 – 28 min late |

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

FORT SMITH TROLLEY MUSEUM – The Fort Smith Trolley Museum will have their annual Open House on Sunday May 2. The museum is located at 100 South 4th Street in Fort Smith, Arkansas. The hours are from 10:00 AM until 4:00 PM. There will be free Streetcar rides and refreshments will be available. The Antique Tractor Club, the Amateur Radio club will also have displays set up. Come and see our latest restoration project - Hot Springs Street Railway # 50, built in 1904. The project is about 60% complete. The Arkansas & Missouri Railroad will host short excursions runs from the Trolley Museum across the Arkansas River to Van Buren and back. The fare will be \$15.00 for adults and \$10.00 for children. For more information, contact the trolley museum at 479-783-0205. You can also call this number to see their regular visiting hours in case you don't get this newsletter in time.

TENNESSEE – EXCURSIONS NATIONWIDE – Southern Appalachia Railway Museum, PO Box 5870, Knoxville TN 37928, runs rare-mileage train excursions nationwide and on a regular basis operates the Secret City Scenic Excursion between the former K-25 Manhattan Project facility plant to the community of Blair, Tennessee. You can contact them by calling 865-241-2140 or go their website at www.southernappalachia.railway.museum. Membership is \$30 for the first year and \$20 a year thereafter. The organizer of these rare-mileage excursions is Club member Bart Jennings. He will have excursions at the end of May 2004 in Oregon, Idaho and Montana and is selling tickets. Here is the planned schedule:

Oregon Joseph Branch (Saturday, May 22) - This trip is almost sold out!; **Idaho Grangeville Branch (Sunday, May 23)**; **Central Montana Rail (Monday and Tuesday, May 24 and 25)** - Tickets are now on sale. Includes lunch and/or dinner. Check out the ticket and trip info at "www.southernappalachia.railway.museum"

ARKANSAS – CONWAY – The Central Arkansas Model Railroad Club meets monthly on the first Monday of the month, now meeting in the meeting room at the Faulkner County Museum. We are working with the museum to build an operating layout and exhibit on how important the railroad was to the economic development of Faulkner County. Time is 7:00 p.m. on those Mondays. Programs vary, but include videos, layouts, general train talk, seminars, etc.

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.

REMEMBERING TRAIN ORDERS

By: *P. B. Wooldridge*

On a single track railroad such as the Cotton Belt, the authority to move a train was governed by the current Timetable, and more importantly by train orders. I can recall only one instance in my 44 years of railroading that a train left town without his orders.

Back in 1937 I was on first trick, the only trick, at Kent, Arkansas, population one, the telegraph operator, working in the small 10 x 10 ft station, at a junction with the Rock Island. I copied an order for RI No 698 to meet RI No 697 at Sparkman, Ark., on the Malvern Branch. I layed the clearances and orders on the Train Register, as the Conductor had to enter train information before leaving.

I was outside watching the train depart, glanced inside the station, and saw the orders still on the register, but it was too late to run and overtake the train. The two trains usually met at Sparkman and I assume they did again that day as I never heard further.

Train crews called train orders FLIMSIES, and flimsy they were, as they were thinner than tissue. When they got wet you can imagine how soggy they got. So when a speeding steam engine picked up orders during a rainstorm, I often wondered how the crew read them as they bounced and rocked in the rain splattered engine cab.

But I was amazed at how smooth riding an 800 engine was. Back about 1940 I rode from Shumaker, Ark to Fordyce sitting in the Brakeman's seat behind the Engineer, a small man who seemed to be a midget compared to the monster under his control. Up Little Bay hill, thru Thornton, and plunging down Thornton hill into Fordyce you realized what efficiency and power epitomize... And SPEED!

At Lewisville, Ark we had three rows of train orders on the telegraph desk, orders for northbound, orders for southbound on the Pine Bluff Sub-Division and orders for southbound on the Shreveport Sub-Division. It was always difficult to have sufficient copies on hand, as it was necessary to re-copy orders and repeat them to the Dispatcher for accuracy.

I recall one day having seven orders for a northbound, lined them up on the table, and starting tearing them off, two sets for the engine and two sets for the caboos. But to my dismay I was short two copies of one order, so I had to short change one set of orders for the engine, and one set for the caboos. The train was approaching.

Fortunately the train did not stop, but I'm sure there were serious discussions going on in both the engine and caboos as rules required that both the Engineer and Fireman, and the Conductor and Flagman each had a copy. But I knew one thing, Cotton Belt crews loved to keep rolling. They hated to stop; it meant they would be away from home longer.

Copies of all those flimsy train orders were always retained in station records. As mistakes inevitably occurred up and down the line, these all-important documents would serve as irrefutable evidence at the frequent Official Investigations held at the Pine Bluff Shops. I was summoned to Pine Bluff twice, once to be a witness at an Official Investigation in which an Engineer and fireman were terminated, and once in which a Dispatcher was fired.

WE DREADED THOSE INVESTIGATIONS!

FORM 19 | St. Louis Southwestern Railway Co. | FORM 19

TRAIN ORDER NO. 33 *oct 5 8*

Pine Bluff Shops, Ark.

To C. & E. 1051

At Atheimer

X Opr; At M

Tyler, Texas
 May 20, 1955
 File: RD
 1939
 Mr. P. B.
 Wooldridge,
 Agent

*No 17 Eng 812 and
 777 Coupled at
 Wabasha until 110 pm
 Atheimer 117 pm*

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER

Made Complete Time 12:01 M *w/wc*

FORM 19

FORM 3149 BERRYMAN HENWOOD, TRUSTEE

FORM 19

St. Louis Southwestern Railway Lines-Debtor

TRAIN ORDER NO. 1821 Mar 15 1943

To C. & E. Second 18

X M At Fordyce

First 43 Eng 813 Meet
 Second 18 Eng 816 At Saline
 And Prog Extra 819 North
 And third 18 Eng 810
 At Fordyce And has right
 Over Fowat and Fifth 18
 Eng 807 and 800 and
 to 24 South Pine Bluff
 to Camden
 First 43 hold Main
 track at Saline

AJC

Conductor, Engineman, Fireman and Flagman must each have a copy of this order.

Made Com Time 1231 P M. Waldridge Opr.

WHEAT + RAILS = CIVILIZATION

By: Gene Hull

The location of our story is a mark in the sod of the Great Plains of North America. This area extends northward from the border of Mexico to Canada, and eastward 400 miles from the foothills of the Rocky Mountains.

More precisely, the mark is in a 40,000-square-mile area in west Texas and eastern New Mexico. The only identifiable geologic feature is the eastward flowing Canadian River, which is 20 miles north of Amarillo, Texas. An adequate description must include a brief early history of the locale.

This was the homeland of the Native American tribes of Kiowa and Comanche. In 1540 A.D., Spanish explorer Francisco Vasquez de Coronado (fran-thēs'kō vas'keth the kor'enah'dō) led an army of conquerors through this area searching for the legendary seven cities of great wealth.

When they reached the land now known as the Texas Panhandle, they became confused and afraid. They were well south of the Canadian River, and there was no geologic feature by which they could determine a definite direction. There was not a bush, shrub, tree or hill. The land was table-top flat from one horizon to the other. If clouds concealed the sun, they could easily wonder in circles and become hopelessly lost and thus starve from lack of food and water.

They turned back to a few meandering creeks in what is now New Mexico, and cut a huge supply of stakes and loaded them on pack horses, returning to the unbroken land. They drove a stake and continued the eastward journey. Just before the stake disappeared from sight on the horizon, another was driven. Men and horses were on rationed water.

After a few days, a migrating herd of buffalo were seen. Some of the men on horseback, to relieve a monotonous diet, gave chase. Soon they were out of sight and sound of their companions. They were lost. In fear and desperation, the army began following the line of stakes. The buffalo hunters were never seen again.

This land became known as the LLANO ESTACADO (YAH-no esta-KAH-do; Spanish for STAKED PLAINS.)

Spain claimed Texas through exploration. Mexico gained possession in 1821, and welcomed American settlers. In 1848, the United States won Texas during the war with Mexico. Americans headed west gradually establishing homesteads.

A few accepted this land as it was – using it to graze and fatten huge herds of cattle, after killing the multi-millions of buffalo. Some attempted to make the land produce row-crops. Generally, this was a failure, due to the lack of rainfall. Abandoned homesteads became numerous.

A savior appeared during the 10-year period of 1870-1880. A group of Mennonites from Russia appeared on the Plains with a "Magic Bullet" – a supply of Turkey red hard winter wheat. This new variety had produced well in Russia, and it did very well on the Texas plains in spite of the rigors of the land and weather.

The great supply of wheat was useless, if it failed to reach a market. Providence seemed to furnish answers for all the problems. The Chicago, Rock Island & Pacific Railroad had ambitions to reach the "Pacific" in its title. On 24 May, 1904 it leased the Choctaw, Oklahoma & Gulf, running from Memphis, Tennessee, across Arkansas and into Oklahoma – heading west!

In 1903, the rails reached Amarillo, Texas. This was the LLANO ESTACADO, where Coronado's men got lost chasing buffalo across the land having no obvious geological features to establish a definite direction. The rails between Amarillo, Texas and Tucumcari, New Mexico, 113 miles, were laid in 1910.

The line in the sod marking the location of our story was precisely 21 miles west of Amarillo, at a station on the Rock Island called Wildorado. Part of the line was covered by the railroad and part by U. S. Highway No. 66 (long before Interstate 40 appeared); the line disappeared northward among the eight small wood frame homes and an insignificant grocery store and service station.

The most prominent structure was a group of large concrete grain elevators beside a service track branching from the main line. Here farmers from the surrounding area stored the season's harvest of Turkey red hard wheat. Covered hopper cars of the Rock Island hauled the grain to market.

In early 1944 the tiny station served the westbound train No. 111 "Memphis Californian," with sleeping car Memphis to Los Angeles; chair cars and coaches Memphis to Los Angeles and San Diego. The train arrived 10:28 p.m. for a brief pause.

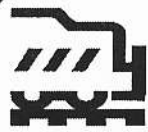
When I stopped here briefly in September 1956 to let the transmission of my new Chevy Impala Sport Coup cool, I wish I had asked the meaning of the name of the place. I made no photographs.

A few miles down the road the concrete grain elevators were no longer visible. Except for the highway and railroad, the land looked much the same when Coronado's men got lost and never were seen again.

Even after wheat and rails brought civilization, the land is still much the same.



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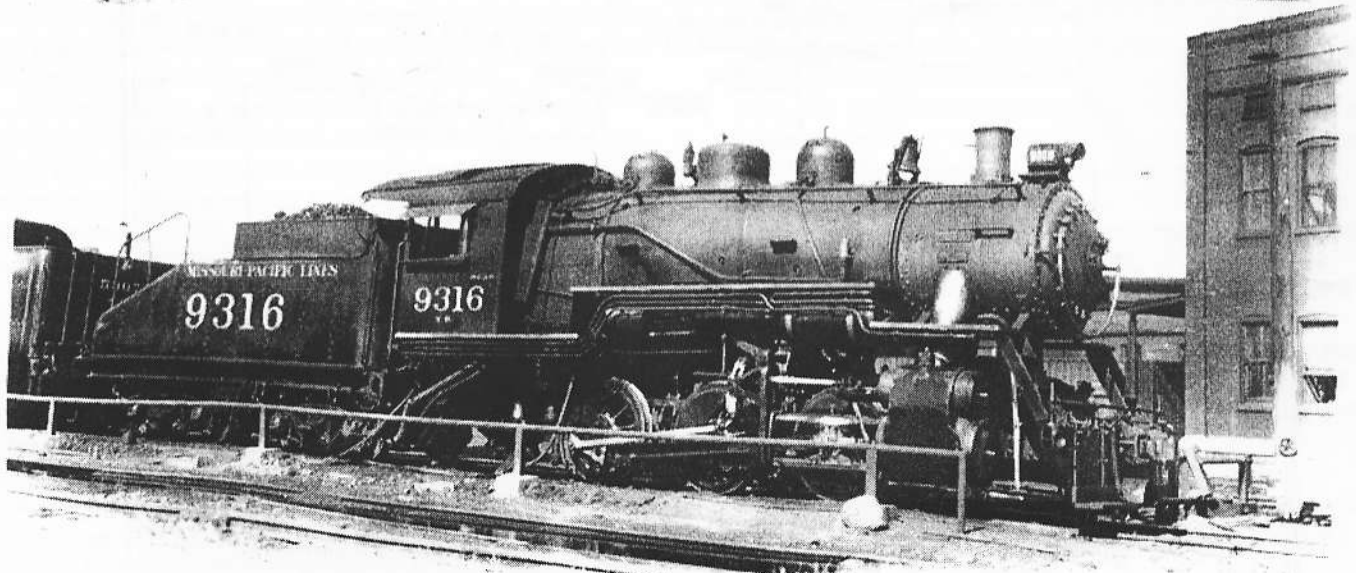
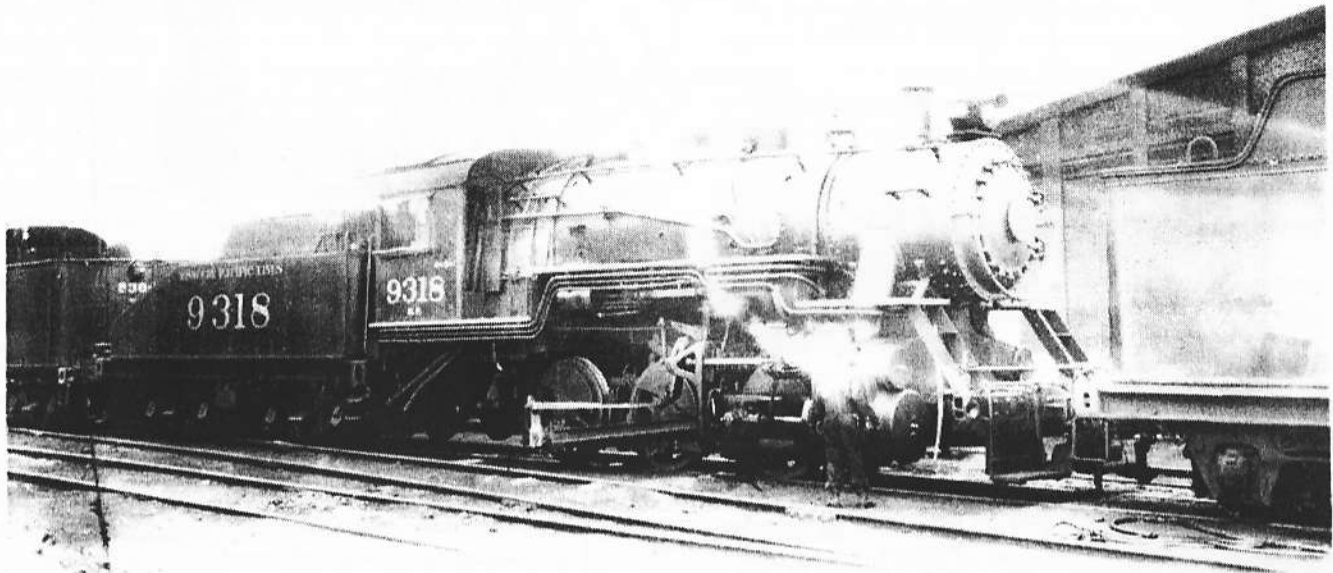
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This ad was received from Rail Adventures Excursions, 4351 Holly Hills Blvd, St Louis MO 63116 and is being offered to us as well as the St Louis Chapter NRHS and ARCHES. They have obtained extra copies of this book.



These two photos show two 0-6-0 yard engines assigned to Little Rock Union Depot for many years and were painted a little fancy for the service. These photos were made by William Moneypeny on September 1 and 2, 1932. They were sold to Mike Adams by his widow years ago.