



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 33 NUMBER 11 NOVEMBER 2002



A southbound BNSF freight goes past the Izaak Walton Inn near Essex, Montana, August 30, 2002. We were on vacation in the area. This inn (which is just to the right of the tracks) is run by and set up for railfans. (Ken Ziegenbein photo)





The St Louis Steam Train Association ran a final excursion using former Frisco #1522 on September 28 and 29, 2002. The trips were round-trips between St Louis and Newburg, Missouri. The engine was retired after the trips to the Museum of Transport. **UL**-Seen pulling out of St Louis with 22 cars, Sunday, September 29. **UR**-Ready to head back to St Louis from Newburg, Missouri, September 28, with 17 cars. **LL**-The Amtrak F59 was on the rear only as a power supplier to the coaches....the steam engine did all the hauling. **LR**-Closeup of the famous engine at Pacific, Missouri, September 28. The trip used the BNSF. *(John C. Jones photos)*



BNSF6976, painted in Maersk Sealand colors in Illinois, was sitting at UP's North Little Rock yards in September 2002 on its way to Maersk's west coast intermodal site via the BNSF. The unit is for display only - non-powered. It's ex-Amtrak644 SDP40F, built in 1974, rebuilt in 1985 as ATSF5266, now BNSF6976. *(John C. Jones photo)*



Arkansas & Missouri excursion train in Springdale, Arkansas October 3, 2002 after returning from Van Buren. *(John C. Jones 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 (479-331-2030)
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EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
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PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
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 next meeting of the Arkansas Railroad Club, Little Rock Chapter NRHS, will be **SUNDAY, NOVEMBER 10, 2002** at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Refreshments will be served. Time will be 2 p.m. JIM WAKEFIELD will give an old program on the Missouri & North Arkansas Railroad that was made years ago by Gene Hull.

ANNUAL CHRISTMAS PARTY will be Saturday, December 14 at University Park Adult Leisure Center, 6401 West 12th Street, Little Rock (west of University Drive). Plan now to attend. Prices will be given in the December newsletter, but it shouldn't be much different from last year. Also, let our treasurer Walter Walker know if you will be attending and send him the money in advance (once that amount is finalized).

OFFICIAL MINUTES WILL BE COMING

Minutes of our business meetings will be arriving and printed in the newsletter as soon as I get them. In the meantime, here's a few things discussed at the October 13 meeting. NRHS Representative Tom Shook talked about our getting more involved with the community, especially getting new, mostly younger members. One suggestion was to possibly send a teenager to the annual NRHS Railcamp in Pennsylvania. Tom mentioned a local free train show possibly could be held (maybe at Pulaski Heights Presbyterian Church where we have our meetings). This show, maybe next summer, would be

local in nature and be free to the public. It might get us some future members.

Tom also reminded everybody that the next Annual NRHS Convention will be held in Baltimore. For more information, go to NRHS.com. The usual treasurer's report was given and we're sound financially. Also the Christmas Party will be held December 14, taking the place of our usual meeting.

John Jones gave his usual interesting report on Union Pacific, including the fact that there will be no more flag units painted at North Little Rock. John also brought along many photos of the final Frisco/St Louis Steam Train Association steam excursion out of St Louis, which was held September 28 and 29 (some photos in this newsletter).

Bill Bailey gave a report on the Cotton Belt 819 steam locomotive and its progress during inspection. Everything was going well. Bill also mentioned that the photos our club donated to the Arkansas Railroad Museum in Pine Bluff are being put on a large panel and rotated every once in a while.

Craig Gerard gave an interesting slide show on the railroads and commuter lines of St Louis.

Remember, this is only a meeting summary, not the official minutes. *(Ken Ziegenbein)*

NRHS LIBRARY PERIODICALS - In a note to John Hodkin, Jr from B. Esenbey (?), a volunteer in charge of the NRHS' Periodicals from NRHS Chapters, responding to a note in the *Arkansas Railroader* (Volume 33 #2), concerning a question about the NRHS Library policy of how long chapter newsletters are kept on file:

"Our collection goes back to World War II. The oldest *Arkansas Railroader* we have on file is Volume 14 #1, January 1982. Your periodicals fill the entire top drawer of a cabinet (000175) and is the **only chapter** to fill an entire drawer. The library is open for anyone who needs to do rail oriented research. To make arrangements to come to our 12th floor location at 12th and Arch in Philadelphia, please call office manager Lynn Burstin at 215-557-6606. As long as the NRHS is in business, these files will be maintained.

(Since I didn't have time to put Mike Adams' obituary in the October 2002 Railroader (I included a separate flyer), I'll put it here again so archive copies of the Railroader will have a record of it.)

WALTER M. "MIKE" ADAMS

Born September 24, 1919 - Died September 21, 2002

Services were held Tuesday, September 24, 2002 on his birthday.

Mike was a charter member of the Arkansas Railroad Club, which started in 1969. He worked many years for the Missouri Pacific and was Chief Clerk until he retired in the early 1980s. He worked out of Cotter, Arkansas on the White River Division for a long time (I noticed that the Arkansas Democrat-Gazette did a story on Cotter on the page preceding Mike's obituary in the September 23 edition).

Mike wrote many railroad stories and books, some were published in the *Arkansas Railroader* years ago. He was a member of the Brotherhood of Railroad and Airline Clerks and the North Little Rock History Commission.

Mike is survived by his loving wife Lentese and three sisters, Juanita, Lexa and Sue and many nieces and nephews. The Adams' address: 3609 Lakeshore Drive, North Little Rock AR 72116. Memorials can be made to the Lakewood United Methodist Church or any memorial of your choice.

Received the following letter from the late Mike Adams on June 18, 2002 (Mike died on September 21 of this year): "I prepared the enclosed for my Cricket (Arkansas) story and guess I forgot to mail it. I thought you might like to run when you can. I look forward to the *Arkansas Railroader* each month and spend a lot of time pouring over the roster. Still quite a few of us old "Charter Members."

"Cy Warman was a railroad man. Born in Illinois in 1855, he went to work for the Denver and Rio Grande narrow gauge in 1880 as a roundhouse laborer and soon was a locomotive engineer. His health failed after the death of his first wife and he worked as a writer, poet, publisher and spent his last years as Confidential Assistant to the President of the Grand Trunk Railroad. Warman died in 1914. To me his most famous poem was 'WILL THE LIGHTS BE WHITE?' I reprint it below, asking that you remember that in Warman's day, a CLEAR SIGNAL OR PROCEED SIGNAL WAS WHITE."

WILL THE LIGHTS BE WHITE?

Oft, when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals slow;
The red light is a danger light,
The white light, "Let her go."
Again the open fields we roam,
And, when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend,
The run seems short tonight;
God only, knows what's at the end -
I hope the lamps are white.

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 - Steve Goen's new book "Down South" on the Rock Island, Volume One, 1940-1969, featuring over 300

rare color photos covering Rock Island operations in Texas, Oklahoma, Arkansas, Louisiana, New Mexico and Tennessee from

1940 through 1969. It was scheduled to be published in September 2002. Price is \$59.95 plus \$4.00 postage. Send orders to

\$59.95 plus \$4.00 postage. Send orders to Steve Goen, 1519 Sweetbriar Drive, Wichita Falls, TX 76302-2911, or call 940-767-4843.

FOR SALE - Remember that The Arkansas Railroad Club also has the following books for sale: Reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, hardbound

for \$24.95 plus \$5 shipping and the club's 120-page book *Railroad Stations and Trains Through Arkansas and the Southwest*, for \$29.95 plus \$4.50 shipping. Order through White River Productions, 24632 Anchor Ave, Bucklin MO 64631, 877-787-2467. We have a few left locally as well.

FOR SALE - Actually free is the 2002-2003 Alabama Rail Map, containing railroad history, depots, rail museums, rail maps. It's put out by the Alabama Bureau of Tourism. If you'd like a free copy, call 800-ALABAMA or go online at www.touralabama.org.

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.

ILLINOIS - SF&L RAILWAY, INC - To abandon its entire line of railroad extending between milepost 194.5 at La Harpe and milepost 123.0 at Peoria, a distance of approximately 71.5 miles, in Hancock, McDonough, Fulton and Peoria Counties, IL, serving stations of Blandinsville, Sciota, Good Hope, Bushnell, New Philadelphia, Smithfield, Cuba, Canton, Glasford, and Mapleton. A final decision will be issued by December 20, 2002. (STB Docket No. AB-448 (Sub-No. 2X), decided September 16, served September 23, 2002)

KANSAS - KIOWA, HARDTNER AND PACIFIC RAILROAD CO. - To abandon its entire 9.93-mile line of railroad between milepost 571.85 at Kiowa and milepost 581.78 at Hardtner, in Barber County, KS. Effective on November 2, 2002. (STB Docket No. AB-839 (Sub-No. 1X), decided September 25, served October 3, 2002)

ARKANSAS RAIL NEWS

SE ARKANSAS FEELS PORT STRIKE
(Pine Bluff) - After sitting idle during a 10-day shutdown of West Coast ports, Union Pacific Railroad resumed shipping from West Coast ports October 10, delivering containers, according to UP spokesman John Bromley. Shortly after hearing of the shutdown of the ports, an

embargo was issued by UP on any cargo exported through the West Coast. Bromley said they had to do that because they already had trains with export containers to the West Coast enroute and those trains had to be stopped and moved out of the way in order for other trains to continue on their regular routes. Imports that affect Pine Bluff and

southeast Arkansas include clothes, electronics and other domestic goods. Most of the exports A significant impact in Southeast Arkansas was felt by Riceland Foods at Stuttgart, which experienced problems when the railroad was forced to halt shipping. "We had some containers of soy product going to Japan that could not

move after the shutdown," said Bill Reed, vice president at Riceland. (*Pine Bluff Commercial, October 10, 2002 by Sherry Slaughter*)

READER, ARKANSAS DISINCORPORATED

(Reader) - The town of Reader, Arkansas (known nationwide as the home of the abandoned Reader Railroad), was dissolved the week of October 7, 2002, because townspeople were tired of holding on to what's left of the town's money and records. They were glad to turn the area over to the county (Ouachita County, in Southwest Arkansas). Reader hadn't had a budget for the last six years. A resident said: "It's not a town....it's just a quiet place to live." The town is surrounded by timberland and not much else. The former City Hall is weed covered, as is the old Reader Railroad complex (I'll try to have photos of Reader soon).

The 115-year-old Reader Railroad that used to draw tourists and some movie makers, is sitting idle in the woods with rusted rails laying in a pile at the old freight house. Also, the Union Pacific (ne. Missouri Pacific) line that ran near Reader along its trek from Camden to Gurdon was abandoned and taken up years ago. The TV movie North and South as well as the recent 2000 movie O Brother, Where Art Thou? was filmed in the area.

An old general store called "Granny's" sits vacant with bullet holes in the front wall.

The prime of Reader was decades ago with the Reader Railroad offered daily passenger service from the town's 1887 depot to Camden. The 1990 census showed 56 residents, down from the "large" town of 127 people at the turn of the century. Recently, lumber/timber was the biggest business in the area.

Disincorporating towns in Arkansas is rare. Other communities (not incorporated) just go away, but they weren't official towns anyway, such as nearby Sayre. Disincorporating Reader only took a signed

order by the county Judge, in this case Mike Hesterly. (*Arkansas Democrat-Gazette, October 7, 2002*)

RAILROAD CARTOONS - Via the Internet, here are some Looney Tunes cartoons with railroad themes: 1) "Porky's Railroad" with Porky Pig (1940); 2) "All-About-I-R-R-D", with Tweety and Sylvester (1952); 3) "Half Fare Hare" with Bugs and two hoboos (1956); 4) "Wild and Woolly Hare" with Bugs and Yosemite Sam (1959); 5) "Unruly Hare" with Bugs Bunny.

ARKANSAS' HIGHWAY FATALITIES HIGH

The National Highway Traffic Safety Administration's data said that Arkansas had more deaths from automobile accidents between 1997 and 2001 than all but four other states when the death toll is adjusted for miles driven. In the data that rates fatal wrecks per 100 million miles driven, it showed Arkansas to have 2.2 deaths, or one person killed every 13 1/2 hours in the state, 40 percent higher than the national average. Mississippi had the most deaths per 100 million miles with 2.6, followed by Montana, Louisiana, South Carolina, then Arkansas. Rural Arkansas has more fatalities than the urban areas, mainly due to narrow roads. (*Arkansas Democrat-Gazette, October 11, 2002 by Phillip Reese*) - (In Arkansas, like most places, highway fatalities are vastly under-reported in my opinion, yet almost anytime one person gets hurt on a railroad, it's printed somewhere in the newspaper. Modern priorities, I guess, - Ken Z.)

BACKYARD RAILROADS

(Little Rock) - The August 31, 2002 edition of the Democrat-Gazette had an interesting story about a large G-scale backyard railroad in west Little Rock belonging to Carleton McMullin, former City Manager of Little Rock. Shown were pictures of the layout being built with the help of Paul Busse, who also built model

layouts at the New York Botanical Gardens and the Philadelphia Flower Show. (*The article was written by Tiffany Nash and given to me by Randy Tardy*).

A&M RAILROAD ROLLING STOCK

According to club member Mike Sypult of Rogers, Arkansas, Belt Railway of Chicago Alco C425s 600, 601 and 604 are now at the Springdale, Arkansas shops of the Arkansas and Missouri Railroad (as of early October). All three appear to be serviceable, although a shop employee mentioned that one might have a cracked block. He said the A&M would evaluate to see if any of the BRC locomotives could be used in service on the A&M - otherwise, they will be parted out. BRC 604 was being stripped of parts on September 30, 2002.

Other A&M news - * Amtrak Lounge 3100 and 3101 are on the property. A&M purchased them for possible dinner train use, but after evaluating them, found them to be too expensive to refurbish. The A&M is now pursuing other options for their proposed dinner train.

* A&M C636 #70 (ex CP 4500) is currently in storage. After servicing and painting the mammoth Alco, the A&M gave up on the idea of using it after discovering weight and curve radius issues. She now rests in storage along with Alco RS1 #22 in Springdale.

* RS32 #42 (ex NYC) has been renumbered #30.

* C420 #56 is the newest addition to the C420 roster. Unlike the other C420s, the 56 has "flared radiators" like the C424s. I believe this locomotive is the former IBCX 322 - not sure of origin.

Is there a passenger car enthusiast that might have the origin of the two Amtrak lounge/dorm cars? If you know, write to Mike Sypult, 1626 Rainbow Road, Rogers AR 72758-8821, or call 479-273-2653, or email: msypult@hotmail.com

GENERAL RAIL NEWS

RAILROADS' CONTAINER BUSINESS SINKS

In the week leading up to the West Coast port shutdown, Burlington Northern Santa Fe and Union Pacific originated a combined 100,401 container loads. That figure fell by more than half the week of October 1, to just 44,948 containers, as the 29 West Coast ports were shut down by a labor dispute. Based on a 200-box double-stack train, the 55,453-container drop translates into a loss of about 275 trains in the week ending October 5, or about 40 trains per day. The container figures produced by the Association of American Railroads don't distinguish between international shipments and domestic boxes.

JET TRAIN PASSENGER LOCOMOTIVE

Bombardier will officially unveil its JetTrain, a 150-mph turbine-powered passenger locomotive on Tuesday, Oct. 15. The streamlined locomotive, developed in a \$25 million partnership with the Federal Railroad Administration, is designed to haul high-speed trains in non-electrified corridors shared by freight and passenger trains. The design for the JetTrain prototype locomotive is derived from the 150-mph Acela Express power car, which it closely resembles. The 100-ton locomotive is designed to exert lower dynamic track forces at 150 mph than a standard diesel-electric locomotive exerts at 90 mph, Bombardier says. The turbine engine is less than one-tenth the size of a conventional diesel engine, and weighs 38,000 pounds less. Tilt-technology enables it to maintain 100-mph speed through curves. FRA and Bombardier launched the high-speed, fossil-fuel locomotive program in 1998 as a way to make high-speed rail a possibility in virtually any rail corridor without the need for cost-prohibitive electrification.

The prototype has been undergoing testing at the Transportation Technology Center test facility in Pueblo, Colo. (*Various news*

accounts)

BNSF STARTS CARLOAD ON-TIME GUARANTEE

On October 7, 2002, Burlington Northern Santa Fe began offering the industry's first full-money-back guarantee for carload traffic. Shippers will have the option to purchase, for a premium, a guarantee for on-time carload service for traffic moving from the Pacific Northwest to the Midwest and Texas, BNSF said. In December, the railroad plans to expand the program to include service from the Pacific Northwest to Northern California, Southern California, and Arizona. BNSF is also working to develop on-time guaranteed carload rail services that include short-line and interline partners throughout North America. With the guarantee, BNSF will offer a full refund for each load that arrives after the agreed-upon transit time at the customer's location. BNSF measures on-time performance from the time a customer releases the car to the time it is spotted at the customer's dock.

PEDESTRIANS LEG AMPUTATED IN REMOTE CONTROL ACCIDENT

(*BLE News - September 17 2002, Galesburg, Illinois*) - A pedestrian's right leg was amputated at mid-thigh as he became trapped climbing between cars of a Burlington Northern Santa Fe freight train in Galesburg, Ill. The train was being operated by remote control at the time of the accident on August 28, 2002. Witnesses said the freight train had come to a halt and blocked the intersection of Mulberry and Chambers Streets in Galesburg. Jones climbed between the cars but, apparently, part of his clothing became snagged on the train and he could not free himself. According to police reports, a witness saw Jones running between the cars as the train was backing up. The witness then said Jones was pulled under the train at least twice before it came to a halt.

The train was being operated by two

remote control operators at the time of the accident. The train was 5,476 feet long and consisted of 104 cars. The front remote control operator moved the train north out of the yard and then turned over control to the rear remote control operator. After turning over control of the train's south movement to rear operator, the front operator was flagged down by a pedestrian and told of the man trapped between the cars. The train was then stopped and they noticed the victim alongside the tracks. The victim's right leg was found an additional 50 feet south of the body.

The Brotherhood of Locomotive Engineers (BLE) has said that the remote control was clearly a contributing factor in the accident. They said a locomotive engineer behind the throttle would have sounded the trains horn before backing up into the yard, which may have given the victim enough of a warning to get away from the train before the movement started.

ALASKA RAILROAD NEWS

The Alaska Railroad will not cut its' service on the nation's last flag-stop train, the *Talkeetna Hurricane*, it was announced in early October. The railroad's board shelved a proposal to reduce RDC service on the 55-mile route, the Anchorage Daily News reported. Although the service lost \$136,000 last year, it is a lifeline for residents who have no other way to reach their homes in the forest along the train's route.

HONEYDEW MELONS ON CST

The first shipment of honeydew melons in years went via CSXT in early September from Turlock, California to Hunts Point, New York on CSX's Premium Perishables Express Lane service. There was zero damage to the melons. (*CSXT Midweek Report, September 19, 2002 via The Bull Sheet*)

BABY RUTH BOXCARS

In the March 2002 *Katy Flyer*, monthly publication of the Katy Railroad Historical Society, was a story about the Curtiss Candy Company of Chicago and its 1929 railroad fleet of 125 Baby Ruth boxcars and three Baby Ruth tank cars. These cars went all over the country, delivering the finished Baby Ruth bars to customers (many along the KATY Railroad), as well as transporting the raw ingredients of the candy.



Here are some statistics of the candy company: Baby Ruth manufacturers consumed more than 59,000,000 pounds of shelled peanuts in 1929, 32,000,000 pounds of corn syrup, 39,000,000 pounds of chocolate, 18,000,000 pounds of milk, 23,000,000 pounds of cane sugar, 4,800,000 eggs and 100,000,000 cocoanuts yearly in the making of the candy bars, peanut butter and other food products. It required the milk from 5,600 cows using 22,400 acres of pasture, the yield of 161,000 acres of peanuts, 31,600 acres in corn, 65,500 acres in coca beans, and 26.250 acres in sugar cane to produce the raw materials needed yearly by the Curtiss Candy Company. Railroad freight revenues that year from this product was \$4,500,000. If you put all the Baby Ruth bars made in 1929 end to end, they would go around the world two and a half times (63,000 miles)!

INTERMODALS' UPWARD SPIRAL

Here are some excerpts from a September 19, 2002 paper by Thomas R. Brown, a veteran intermodal expert, and Anthony B. Hatch, an independent Wall Street analyst titled "*The Value of Rail Intermodal to the U.S. Economy.*" It was on the RailFanClub.org website, an OFFICIAL site set up for railfans by the Association of American Railroads, which has tons of good articles dealing with freight rail transportation geared to the railfan. I highlighted the following parts of the 16-page document:

1) It is highly unlikely because of the enormous cost involved, land use concerns, etc, that sufficient highway capacity could be built to handle the expected future freight growth. In fact, the Federal Highway Administration makes it clear that if we continue to rely inordinately on trucks and highways, the demand for freight transportation over the next 20 years will far exceed infrastructure capacity.

2) According to the U.S. Bureau of Transportation Statistics, in just the 10 years from 1990 through 1999, our nation spent more than \$770 billion in combined local, state and federal funds on highways. Plus, the American Trucking Industry says that even with this high amount of funding, it would take \$25 billion more a year to just maintain current conditions on our highways and bridges.

3) A recent Federal Highway Administration document said that in 1996 dollars, the costs per mile of constructing interstate highways is \$20.6 million, including \$9.84 million per rural mile and \$44.13 million per urban mile. Even just adding lanes to existing highways cost \$10 million per lane mile in urban areas.

4) Railroads account for more than 40 percent of the nation's intercity freight in terms of ton-miles, including huge amounts of coal, grain, chemicals, lumber, ores and automotive parts. However, railroads receive just 9 percent of intercity freight revenue. On average, rail rates as measured by revenue per ton-mile, are 29 percent lower today than they were in 1981.

5) Defined as the movement of containers or trailers and at least one other mode of transportation, rail intermodal is both

more cost effective and environmentally desirable than continuing our present OVER-RELIANCE on motor carriers and highways.

6) Intermodal traffic has grown from 3.1 million trailers and containers in 1981 to nearly 9.0 million in 2001, and now accounts for about 20 percent of revenue for major railroads, placing second only to coal. About half of U.S. intermodal traffic is international, exports or imports.

7) Comparison of fuel efficiencies and safety of rail and truck:

FUEL COMSUMPTION: RAIL - 455 ton-miles/gallon; TRUCK - 105 ton-miles/gallon.

CAPACITY: RAIL - 216 million annual tons per mainline; TRUCK - 37.8 million annual tons per lane.

COST TO USER: RAIL - 2.7 cents per ton-mile; TRUCK - 5.0 cents per ton-mile.

SAFETY: RAIL - 0.61 fatalities per billion ton-miles; TRUCK - 1.45 fatalities per billion ton-mile.

8) A double-track mainline is roughly equivalent in capacity to a four-lane highway using only one-fourth the land that a four-lane highway would take. Also, the cost of building one mile of railroad ranges from \$1 to \$2 million; the cost of building one mile of urban highway costs \$10 million.

9) In 1984, one doublestack train per week originated on the West Coast. Today, 241 doublestack trains per week originate on the West Coast. Every day, over 17,000 containers laden with imported cargo enter the United States, and 60 percent of those containers coming to the West Coast move inland by rail. A single 5,000 twenty-foot unit ship arriving at a U.S. port will typically generate seven doublestack intermodal trains.

10) Intermodal transports everything from bicycles to automotive parts, from lawn mowers to glassware, from greeting cards to bottled water, from toys to electronic goods. A doublestack train can handle about 280 intermodal units.

11) Intermodal is expected to surpass coal as the greatest source of railroad freight revenue by the fourth quarter of 2003. Revenue in 2000 from coal was \$8.8 billion and \$8.3 billion from intermodal; in 2004, it is projected that coal will generate \$9.4 billion, intermodal \$9.7 billion.

12) A focus on financial returns to the railroad discourages railroad investment that would yield primarily public benefits of increasing intermodal capacity.

13) As documented by the U.S. Department of Transportation, motor carriers pay (in fuel and other taxes) far less than the costs of the damage they cause to our nation's highways. This underpayment is a major reason why railroads find it difficult to recover the costs of capital on their private investment used in competition with motor carriers.

14) Railroads must bear costs truckers do not. In the area of taxes, for example, railroads pay a "deficit reduction" fuel tax of 4.3 cents per gallon. Since 1990, railroads have paid about \$2.0 billion in such taxes, which are directed to the general fund of the U.S. Treasury (and indirectly subsidizes to the trucking industry - ed.) These funds would otherwise have been used to make additional intermodal infrastructure.

15) Railroads pay some \$450 million per year in property taxes and sales taxes that truckers do not pay. Additionally, railroads pay higher payroll taxes and are subject to state taxes. In contrast, fuel taxes paid by trucking companies can be deducted immediately on their income taxes.

AMTRAK NEWS

AMTRAK TO PULL PLUG ON UNCONDITIONAL SERVICE GUARANTEE

Amtrak will drop its unconditional service guarantee program on November 1, ending the practice of automatically granting free travel vouchers to disgruntled passengers. Despite the end of the program, the railroad said customer satisfaction remains a priority and that refunds or vouchers would be issued on a case-by-case basis "in the event of serious service failures," according to an

October 4 internal Amtrak memo. The demise of the program was no surprise. Amtrak issued vouchers at more than double the rate envisioned when it introduced the unconditional satisfaction guarantee in July 2000. If you look at our on-time performance and the condition of our equipment, 'satisfaction guaranteed' is not a particularly good slogan for us at this point in our history," Amtrak President David L. Gunn said in June, when he said the railroad would begin to de-emphasize the service

guarantee.

Earlier this year, the Department of Transportation's inspector general warned that future Amtrak revenues may be diluted by redemption of service vouchers. From the program's inception in July 2000 to September 30, 2001, Amtrak distributed about 100,000 vouchers worth \$8.2 million, the inspector general said. Although Amtrak envisioned issuing just one voucher for every 1000 passengers - which equals a satisfaction rate of 99.9% - it never came

close to the target. The systemwide average from July 2000 through September 2001 was 3.4 vouchers per 1000 passengers, and no business unit met the goal. The performance of long-distance trains was the worst, with 8.3 vouchers issued per 1000 passengers. Amtrak had hoped that the program would help it gain repeat business. A 1% increase in rider retention, the railroad said in July 2000, would bring in an additional \$13 million in revenue annually.

AMTRAK BUDGET REQUEST FOR 2003

In mid September, Amtrak President David Gunn said he had developed a fiscal 2003 budget that calls for more personnel cuts, an end to freight service and an eventual end to state-subsidized trains unless the states agree to cover all of their operating losses. The plan, which calls for \$1.2 billion in federal subsidies, reflects movement by Gunn and the Bush administration toward common ground on stabilizing the railroad for the next year or two while they prepare for later decisions on the passenger train's long-term future. Deputy Transportation Secretary Michael P. Jackson, who represents the administration on Amtrak's board, says the administration will work with Congress to be certain that Amtrak avoids another cash crisis similar to the one that left passenger-train service within days of a nationwide shutdown in July.

Amtrak President Gunn said he will insist, however, on continuing with a program to rebuild wreck-damaged passenger cars. More than 100 passenger cars have been sitting around for years, earning no revenue, because there was no money to repair them. **All long-distance trains will continue to operate under the budget.** Gunn said that the future of the long-distance train is a political decision for Congress and the administration but that he will not object if Congress sets financial performance guidelines for those services, with those that do not meet the standards being discontinued unless the states want to contribute.

The budget will reflect at least two major changes to Amtrak's strategy. First, money-losing express freight service will end, although Amtrak will continue to haul mail, which is profitable. Express service, which

involves adding freight cars to Amtrak trains, was supposed to help Amtrak become operationally self-sufficient. Instead, it has been a financial drag, delayed passenger trains and angered the freight railroads that Amtrak depends on to operate long-distance trains. Second, he said, over the next two years, states that subsidize certain Amtrak routes must guarantee coverage of all losses.

GREYHOUND SECURITY/COSTS

Greyhound Lines Inc., based in Dallas, Texas, says it has increased security over the past year, but needs federal money to take more aggressive measures after two attacks on board its buses in late September. Greyhound has supported legislation in Congress that would provide \$385 million in grants over two years for bus operators to improve security measures. The legislation passed key committees in the House and Senate but stalled amid opposition from Senate Republicans. Congress has included \$15 million in an anti-terrorism bill to improve intercity bus security, compared with \$3.85 billion allocated for aviation security. Random checks are done on all passengers aboard 20 percent of the bus runs from 33 locations. Greyhound has 111 company-owned terminals and 1,600 mostly rural franchise locations. Greyhound earned \$2 million on \$1.02 billion in revenue last year. Its Canadian parent company, Laidlaw Inc., is in bankruptcy reorganization.

AMTRAK FUNDING IS SUFFICIENT TEMPORARILY

Although Congress won't pass an Amtrak appropriation measure until sometime after Election Day in November, Amtrak is receiving sufficient funding to avoid another shutdown crisis, according to Amtrak President David Gunn. He said in early October in an employee memo that "It appears we're being funded at a rate of just over \$1 billion a year until Congress and the president sort out these budget issues. And that's good enough, along with about \$160 million in our cash, to keep us going for a fair while." So there's no immediate threat of any route cutbacks, Gunn said. Also, the U.S. Conference of Mayors on October 4 urged Congress to meet Amtrak's request for \$1.2 billion for the fiscal year that began October 1. The Senate has approved that level of spending, but the House bill earmarks just \$762 for the passenger

railroad.

BIGGEST AMTRAK MONEY-LOSER

According to the October 2002 *Trains Magazine*, Amtrak's biggest money-losing train is NOT a long-distance train, but the Northeast Direct Service on the Northeast Corridor - that service lost \$71.5 million. The article also explained why the Northeast Corridor is bankrupting Amtrak, not the long-distance trains. The reason? Infrastructure costs of the Amtrak-owned Northeast Corridor must be paid for by ticket prices, while the long-distance trains run on private freight railroad's tracks and only pay "rent."

SEAT-MILES AS A MEASURE OF PERFORMANCE

The October 2002 *Trains Magazine* had a very interesting article on Amtrak's costs/loses per seat-mile (a seat-mile is the number of seats traveling per mile. Say a train had 228 seats and ran only one mile - the number of seat miles in that case would be 228 (228-seats X 1-mile). If it ran 719 miles, like the *Capital/Southwest Chief*, the number of seat-miles would be 163,932 (228-capacity X 719-miles run). Using seat-miles, then, the *Southwest Chief* long-distant train had more seat-miles than the high-speed Acela Express in the Northeast Corridor, which only had 159,753 seat-miles. If you then calculate costs per sold-seat per mile, or passenger-miles, a train that has the most seat-miles should generate more income than one that has less seat-miles.

For example, the *Trains* article compared the revenue per passenger-mile with costs per passenger-mile and it showed that long-distance trains do much better than the general public thinks. Per passenger-mile, conventional Northeast Direct trains lose more money than many long-distance trains. The *California Zephyr* lost about 17 cents per passenger mile, while the Northeast Direct lost about 18 cents per passenger mile. The vast infrastructure cost of the Northeast Corridor is allocated (some say unfairly) to the Northeast Direct services and to long-distance trains that use the NE Corridor. That puts an unfair cost burden on some long-distance trains.

AIRLINE PASSENGER LOAD FACTORS

Think commercial airplanes are full on every flight? Think again...here are the latest figures from the Air Transport Association (for September 2002). This data is for domestic U.S. flights only:

YEAR	PERCENT FULL	PASSENGER ENPLANEMENTS
2000 - Whole Year	71.65	Thru September - 406,967,000
2001 - Whole Year	69.49	Thru September - 391,337,000
2002 - Through September	71.31	Thru September - 357,379,000

So far in 2002, though September 2002, the number of paid passengers on commercial airlines was down 8.7 percent from the year 2001, or in this case down 33,958,000 passengers. Can you imagine having almost 34 million fewer passengers than the previous year?

No, this won't be a regular feature of the *Arkansas Railroader*, but I thought it was interesting that the idea that airlines were always full needed to be corrected. I don't have the Amtrak figures on percent full - if anyone has this data, let me know.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

MISSOURI - SPRINGFIELD - NOVEMBER 2, 2002 - Ozark Model Railroads Swap Meet, 9 a.m. to 3 p.m., 1850 East Division, Springfield, Missouri. Lots of model trains for sale. Adults \$3.00. Call 417-865-6250.

ARKANSAS - JACKSONVILLE - NOVEMBER 9, 2002 - The annual Arkansas Valley Model Railroad Club's Show and Sale at the Jacksonville Community Center, Jacksonville, Arkansas. Admission is \$3, starting at 10 a.m. and lasting until 5:00 p.m. There will be door prizes, modular displays, vendors, slide shows. For more information, call 501-454-7119 or email ncsherman@mindspring.com.

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

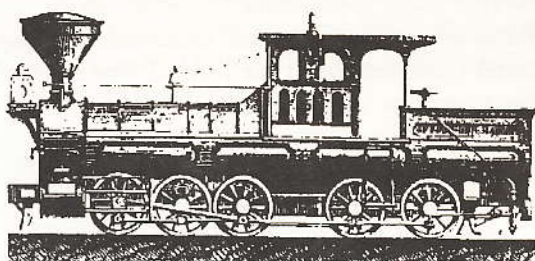
Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.

The following story by Mike Adams, written in 1981 before the Missouri Pacific was absorbed by the Union Pacific, was published in the September 1981 *Arkansas Railroader*, the first issue yours truly edited. Unfortunately, at that time I had the story printed in very small type so that it would fit onto one page, too small to read comfortably. In remembrance of Mike, then, here is the story again, this time in larger, readable type. Mike died September 21, 2002 at the age of 82. (*Ken Ziegenbein, editor*)

BY THEIR NAMES YOU SHALL KNOW THEM

by: W. M. "Mike" Adams (written September 1981)

On May 2, 1870 the *Arkansas Gazette* reported that, at a meeting of the board of directors of the Cairo and Fulton Railroad Company held at Little Rock, it was resolved that "in recognition of the eminent services of Roswell Beebe, deceased, in procuring the original grant of the C&F RR Co., and in otherwise forwarding this great enterprise, the first locomotive to run on the road shall be called the "ROSWELL BEEBE." Beebe was born in New York state, made his mark in Arkansas, returned to his native state to die and was then interred in the venerable Mount Holly cemetery in Little Rock. His name is forever inscribed on the consciousness of Arkansas in the White County town of Beebe.



The Cairo and Fulton did not serve Beebe for long. In 1873 the line met the St Louis and Iron Mountain, building southwest from Missouri, north of present day Bald Knob, and in May 1874 these two, along with another Missouri line, the Cairo, Arkansas & Texas, were welded into the St. Louis, Iron Mountain and Southern. In 1917 the Iron Mountain was completely absorbed by the present-day Missouri Pacific. The ROSWELL BEEBE went on to become StLIM&S Number 201 in 1879 and in 1882 was renumbered to 431. In 1889 the engine was sold to the Little Rock and Fort Smith Railroad, about which more soon, and became Number 5.

In December 1905, all locomotives of the Iron

Mountain, Missouri Pacific and subsidiaries, including the LR&FS, were renumbered. The former ROSWELL BEEBE was assigned Number 8836 and was carrying this imposing array of digits when it was dismantled in 1914 after nearly 44 years of faithful service. Just how long the engine was actually referred to as the ROSWELL BEEBE is not known, but the practice of naming engines as well as assigning them numbers died out in the United States, for all practical purposes, in the early 1880s. By then the use of telegraphic train orders was fast becoming standard on American railroads and brevity was of the essence. Spiraling labor costs plus the emerging use of soft coal for locomotive fuel dictated the exchange of the polished brass and gaudy colors of the earlier day wood-burners for engines painted stark black. The rich reds and greens, the blues and golds, along with the elaborate names, fell by the wayside.

Seemingly enough, the second and third engines of the old Cairo and Fulton were named just that, the CAIRO and the FULTON. These, along with the ROSWELL BEEBE, were bought from the old McKay Iron and Locomotive works at Jersey City, New Jersey in December 1870 and the ROSWELL BEEBE hauled the first passenger train on the C&F from Argenta, now North Little Rock, to Jackson Springs, now Jacksonville, Arkansas on June 6, 1871.

The St. Louis and Iron Mountain, older and longer of the trio, welded together in 1874, started operating out of St. Louis in 1856. The first engine on this line was the CARONDELET followed by the LITTLE ROCK, the OLYPHANT, and the J. H. MORLEY. Morley became the chief engineer of the C&F. Then there was the ELIZABETH LOVE, honoring I now not who, which was destined to become StLIM&S 245, later the 399 and finally, in

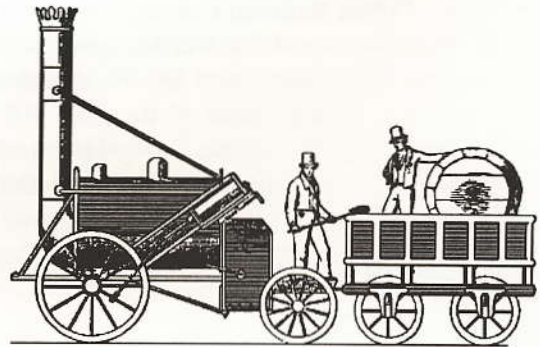
1905, the 8802. This engine is forever immortalized on film while heading up a passenger train in front of the archaic Little Rock depot of the Iron Mountain in 1890.

Engine Number 20 of the Iron Mountain was named the JESSE LYON and had the honor of being the first locomotive to operate over the Baring Cross bridge, this on December 22, 1873, with Charlie Seymour at the throttle. Other names gracing the locomotives of the old Iron Mountain and familiar to Arkansans were the H. M. HOXIE, one of the builders of the Union Pacific and later a confidant of the infamous Jay Gould and longtime operating vice-president of the Missouri Pacific - Iron Mountain, heart of the wide spread Gould properties. Hoxie, Arkansas was for many years an important terminal on the Iron Mountain until displaced in the affections of the management by Poplar Bluff, Missouri. Then we found the MALVERN, CORNING, and TEXARKANA and even the ROSEMARY, possibly recognizing the daughter of an early day official. And the list goes on and on, the BLACK RIVER, BLACK FOREST, BLACK MINGO, MINERAL POINT, PILOT KNOB and the minuscule BESSIE, Number 17, and a small engine in the days of small engines. Unfortunately the engine ARKANSAS, built in 1858, did not survive long enough to operate in its' namesake state, being destroyed in a wreck in 1872.

Now the naming of locomotives certainly did not originate in Arkansas, much less on the Cairo and Fulton. The first practical railroads were constructed in mother England and as early as 1808 one Richard Thevithick was hauling passengers around a circular track near where Euston Station stands in London today. The open carriages were pulled by a steam locomotive named CATCH ME WHO CAN. The next practical steam engine was built in England in 1813 by William Hedley and called PUFFINGBILLY. A trend was being established that endured until the end of steam operation in the British Isles and continues to some extent with diesel motive power.

In the heyday of the steam locomotive in Great Britain the naming was carried out with a great deal of ritual. An entire group of engines would be designated as a certain class, such as the Merchant Navy Class on the Southern Railway. All engines within that class would be given the name of a

famous merchant marine company, such as CHANNEL PACKET, or the BRITISH INDIA LINE. Then there was one of my favorites, the Royal Scots on the old London, Midland and Scottish with much stirring names as ROYAL WELCH FUGILIERS and the KINGS DRAGGON GUARDSMEN. Any English schoolboy during the zenith of steam who lived near a railroad terminal of suitable size was thought by his peers to be a little bit peculiar if he did not have several notebooks filled with the names and dates of the various locomotives he had sighted during his excursions to trackside.

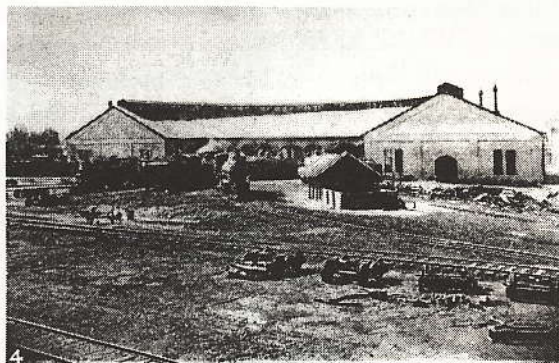


That railroads could effectively weld together the fledging United States was quickly recognized and the first steam locomotive to operate in the United States was imported by the Delaware and Hudson Canal Company from the firm of Foster, Rastrick and Company of Stourbridge, England. Placed in service by Horatio Allen himself at Honesdale, New York on August 9, 1829, the STURBRIDGE LION proved too heavy for the track and was later used as a stationery power plant. In an earlier day and perhaps to some extent today, every school child learned the names of the first engines to huff and puff in these United States. Peter Cooper's TOM THUMB on the Baltimore and Ohio. The BEST FRIEND OF CHARLESTON on the South Carolina line, longest in the country when built. The DEWITT CLINTON on the Mohawk and Hudson, later to become the lordly New York Central. The JOHN BULL of the Camden and Amboy, later to become part of the equally famous Pennsylvania Railroad, the Standard of the World. Both the New York Central and the Pennsylvania are now part and parcel of the vast conglomerate Conrail.

Coming back to Arkansas, we find the *Arkansas*

Gazette for April 22, 1856 reporting the officers of the Memphis and Little Rock Railroad as saying they were expecting their first engine in a short time and it was to be named ARKANSAS and that two more were on order, one of which was to be called the ARKANSAS TRAVELER. The third was not identified but later reports indicate the first engine actually to operate on the struggling M&LR was named the LITTLE ROCK and ran from Hopefield (now West Memphis) to the end of track on August 14, 1857. This same locomotive had the honor of handling the first revenue on an Arkansas railroad when it hauled a car containing six bales of cotton into Hopefield on November 6, 1857 destined to the burgeoning Memphis Cotton Mart.

The Memphis and Little Rock had the honor of being the first railroad to begin construction in Arkansas and the one that took the longest to complete. While grading operations started in 1856, it was to be a long 17 years before the last spike was driven and then the line did not physically reach into corporate limits of either namesake city, being halted by the broad Mississippi River and the turgid Arkansas River. The last spike was driven by W. A. Woodruff, founder of the *Arkansas Gazette*, at De Valls Bluff on April 11, 1871 and the *Arkansas Gazette* for April 12th reported that the first engine to pass over the gap was the R. C. BRINKLEY. President of the M&LR at the time, Brinkley was also honored by the Monroe County town bearing that name.



LR R.H.S.E. GEN
 Memphis & Little Rock's roundhouse in Argenta (North Little Rock) - Mike Adams collection, date unknown)

The next rail line to spike down track in Arkansas

was chartered as the Mississippi, Ouachita and Red River Railroad in 1855 and actually managed to lay a few miles of rail prior to the onset of the Civil War. Through a series of consolidations and reorganizations, it went through titles and destinations such as Little Rock, Pine Bluff and New Orleans (1868) to the Texas, Mississippi and Northwestern (1873) to the Little Rock, Mississippi



River and Texas in 1875. Built into Little Rock from Pine Bluff in 1881, it was rather quickly taken over by the Iron Mountain and today is the Louisiana Division of the Missouri Pacific operating from Little Rock to Alexandria, Louisiana with multiple branches. The first locomotives of record were the J. E. REDFIELD and the J. A. WOODSON, both familiar names in northeastern Arkansas. These engines were followed by the J. T. W. TILLAR and the CHICOT and then the LOGAN H. ROOTS, the T. W. FORDYCE and the DUMAS, all familiar to an Arkansan. Among other engines on this line were found the PINE BLUFF, the LITTLE ROCK, the VARNER, and the MONTICELLO.

Several of these locomotives survived until the great Missouri Pacific-Iron Mountain renumbering in December 1905 with the PINE BLUFF, LITTLE ROCK and MONTICELLO becoming the 8817, 8818 and 8820 respectively.

The next Arkansas rail line we will consider started out of Huntersville, nee Argenta, and now North Little Rock, in 1869 headed for Fort Smith

and named simply the Little Rock and Fort Smith Railroad. The LR&FS is now the Central Division of the Missouri Pacific. This road used an extremely simple naming system to kick off operations. Extending through the then existent Arkansas counties of PULASKI, CONWAY, POPE, JOHNSON, FAULKNER and SEBASTIAN, that was exactly what they named their first seven engines. These were followed by the F.G. DEXTER, J. H. CONVERGE, E. ATKINS, and F. M. WELD, all honoring Boston capitalists and the first named president of the road for a time.

Swinging back to Arkansas for inspiration a later engine was named JUDGE TURNER, recognizing a Van Buren magistrate. A mystery of sorts accompanies the naming of the LR&FS's early locomotive. The McKay Iron and Locomotive Works issued a large, handsome lithograph of one of their products lettered for the Little Rock and Fort Smith and entitled "McKay Locomotive in an Arkansas Setting." Strangely enough, the fireman was obviously Chinese and the locomotive was surrounded by Indians in full regalia plus prancing cavalry men heavily armed. A fine example of this lithograph hangs in the Arkansas Room at the Little Rock Public Library. The engine was plainly named ARKANSAS but no records exist of any such named locomotive being used on the LR&FS! The engines CRAWFORD and SEBASTIAN were, however.



Another early day Arkansas railroad and one that was pretty handy with a name was the Texas and St. Louis Railroad. The T&StL was the only major Arkansas railroad

to be built to the 3-foot gauge or, as it is commonly known, narrow gauge, which gauge found considerable use in the Colorado Rockies. Actually starting on the Tyler Tap Railroad in central Texas in 1886, the T&StL became the St. Louis, Arkansas and Texas and was quickly converted to the standard gauge of 4 feet 8½ inches between the

rails. In 1891 the StLA&T became the present day St. Louis-Southwestern, more familiarly known as the Cotton Belt.

The Tyler Tap hung the name GOVERNOR HUBBARD as their first tiny steamer, undoubtedly honoring the leader of the Long Star State. Other names of the now Cotton Belt included the M. C. HUMPHREY, JOHN KRAUSS, O. B. FINLEY, the THOS. C. TUTT, the A. W. SOPER, and the J. W. PARAMORE. All these gentlemen undoubtedly identified with the financial structure of the various roads with Paramore serving as president in the early 1880s. Colonel Paramore was a Union army officer and his name coupled with that of old Jay Gould graces the northeastern Arkansas city of Paragould, long an important junction between the Cotton Belt and the Missouri Pacific.

Also initially built in the yard-wide gauge we find the 25-mile Hot Springs Railroad constructed between Malvern and Hot Springs, Arkansas and opened for traffic in November, 1875. Built by Joseph "Diamond Jo" Reynolds, a Chicago grain buyer and steamboat operator, the line purchased three small locomotives from the Porter and Bell plant in September, 1875. Engine Number 2 was named the DIAMOND JO but unfortunately the names of the other two are lost to posterity. Number 1 was eventually wrecked and the boiler sold to a lumber company with the running gear being retained for spare parts. Number 3 was sold to a lumber company but Number 2 was sent to the Little Missouri Southern Railroad where it became their MERRILL SPRINGS.

While still flourishing in England, the naming of locomotives in the United States was barely kept alive by an occasional railroad down through the years. One example was the Erie Railroad's MATT H. SHAY, a gigantic multi-cylinder steam behemoth named in honor of an early day locomotive engineer. In the late 1920s the grand old Baltimore and Ohio built a series of beautiful Pacific type locomotives and named them after the first twenty presidents of the United States - the renown President Class. The Delaware and Hudson Railroad, successor to the Canal Company of the same name, was wont to experiment with extremely high pressure steam engines and gave these, usually one of a kind operations, names. Most of them honored the roads echelon officialdom, though,

bearded old L. F. LOREE, longtime president of the line, for one.



Our Arkansas railroads had no truck with such doings until the St. Louis and San Francisco, more commonly known as the Frisco and now incorporated into the gigantic Burlington Northern, started naming their first passenger diesels after famous racehorses, MAN O' WAR and all. Once in a while a particular locomotive would be given a nickname and one of the most famous, certainly in Arkansas and elsewhere, was the Missouri Pacific's high-stepping Pacific type Number 6001, built at North Little Rock in 1942 and known far and wide as the MADAME QUEEN. While this name was never inscribed on her flanks, there is not a veteran employee of the MoPac extant that doesn't remember her and her blasting trips up and down the old Southwest trail between Poplar Bluff and Texarkana.

Back to Arkansas's first to build and now unfortunately first major railroad to fold up. Through a series of name changes, receiverships and reorganizations, our Memphis and Little Rock became the Little Rock and Memphis; the Choctaw, Oklahoma and Gulf; the Chicago, Rock Island and Pacific and then simply the ROCK. Now being fought over in the courts and legislative halls and being operated, locally, in part by the Missouri Pacific and Cotton Belt, the ROCK in her dying days resorted once again to naming motive power. This coupled with a distinctive paint scheme designed to call attention to the road and perchance, up the car loadings. The last it did not do and the

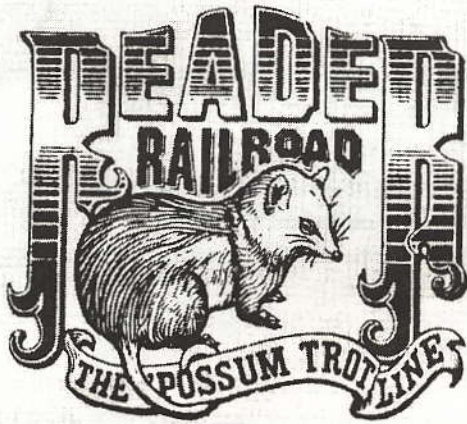
CITY OF LITTLE ROCK, the CITY OF EL RENO, the IVAN THE TERRIBLE, the DAVID P. MORGAN, the AMERICAN RAILFAN, the NAVAJONATION, even the ARKANSAS, are fast being repainted and renumbered by their new owners. One of the favorite pastimes of the avid railfan is to track these engines through their successive owners and find out what numbers they have assumed at their new home and just where home is.

Now I can certainly buy the CITY OF LITTLE



ROCK, and the CITY OF EL RENO honors a major terminal of the old Rock Island in Oklahoma. AMERICAN RAILFAN is also easily understood albeit the average railfan neither ships nor receives an appreciable amount of freight. DAVID P. MORGAN is editor of *TRAINS* Magazine, bible of the American railfan and NAVAJO NATION is likewise easily understood. How they came up with IVAN THE TERRIBLE is utterly baffling but when we consider such names as ELDLERS FYFFUS, FIRDAUSSI, GWENDDWR GRANGE and LLANTHONY ABBEY on our British cousin's railroads, we can see the ROCK was wholeheartedly in the spirit of things! ♣

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FROM

ADAMS CROSSING, ARKANSAS

• TO •

CAMP DEWOODY, ARKANSAS

AND RETURN

No 71277	SPACE _____
	DATE _____
LIMIT _____ DAYS IN ADDITION TO DATE SHOWN ABOVE - NOT GOOD BEFORE THAT DATE VALID ONLY ON DAYS TRAIN OPERATED SOLD SUBJECT TO TARIFF REGULATIONS	PUNCH HERE * CHILD
<i>R.A. Lingohy</i> General Manager	SPECIAL & FARE

ISSUED BY



The last remaining regularly scheduled mixed train, drawn exclusively by Steam Locomotives.

FROM

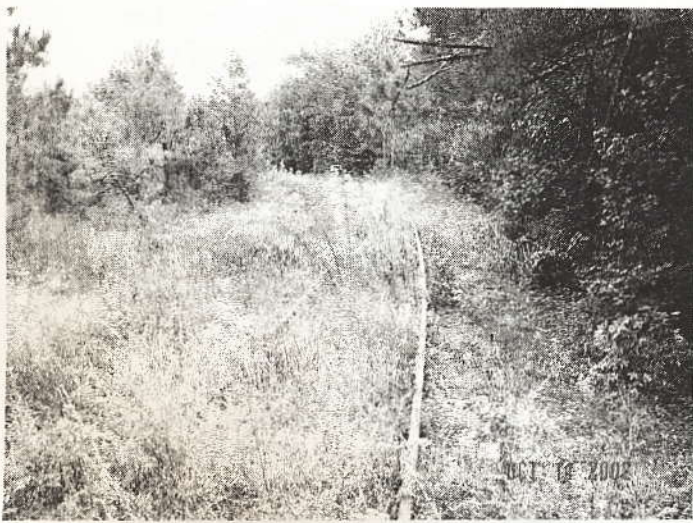
READER, ARKANSAS

• TO •

WATERLOO, ARKANSAS

AND RETURN

12696	SPACE _____
	DATE DEC 30 1967
LIMIT 6 7 DAYS IN ADDITION TO DATE SHOWN ABOVE - NOT GOOD BEFORE THAT DATE VALID ONLY ON DAYS TRAIN OPERATED SOLD SUBJECT TO TARIFF REGULATIONS	PUNCH HERE * CHILD
<i>W. S. Garner</i> TRAFFIC MANAGER	FOR CHILD



The Reader Railroad tracks are still in place (as of October 14, 2002) looking east from Main Street in Reader toward the now-abandoned and taken up Missouri Pacific/Union Pacific Gurdon-Camden tracks just around this curve.

UPPER LEFT - This is my own (Ken Ziegenbein) personal canceled ticket (shown actual size) for the October 28, 1989 night excursion on the Reader Railroad in Reader, Arkansas. The "postmark" on the upper right shows the October 28 date. Does anybody know if this was the last official public excursion on the Reader? I know there were some un-advertised runs later, but was this the last tourist run? UPPER MIDDLE - December 30, 1967 Reader RR ticket stub used by potential club member Kelli Peters when she was a child. The trip was in celebration of her great aunt's birthday (Willa Lewis of Camden). Also along for the ride was Kelli's grandparents, Roland & Tressa Reeves of Little Rock; the Byron Reeves family of North Little Rock (Kelli's family); and the Gene Swaithe family of Garland, TX (her uncle, aunt, & cousins). They had gone to her great aunt's house for her birthday (Dec. 30) and spent the day riding the train from Reader to Waterloo & back. They had a really good time. "Because my cousins lived in Texas, we weren't able to get together as often as we liked so this was a real treat!" Kelli said.

Notice that at that time, the Reader Railroad still went as far as Waterloo. Also, IF the ticket numbers were consecutive over those 22 years between 1967 and 1989, then about 58,500 people rode the trains, or about 2,700 a year. Is this reasonable?

I (Ken Ziegenbein) made a trip to Reader on October 14, 2002, and those photos are on the next page plus more photos on this web page: <http://www.trainweather.com/oct1402.html>

READER RAILROAD - THE *POSSUM* TROTLINE - THEN AND NOW

The night photo was taken on one of the Reader Railroad's last public excursions, October 28, 1989. The others were taken October 14, 2002, the week after the town of Reader, Arkansas lost its status as an official town, becoming unincorporated. Reader has a population of 127 and is in the middle of southwest Arkansas woodlands, quite remote.



The end of the line of the Reader Railroad at Highway 24, known as Camp DeWoody, taken October 14, 2002. The old loading platform used for many excursions is still there. The Reader would pick up passengers here, take them to Reader for a barbecue and entertainment, then return them here to their cars. The lower right photo is two miles east at Reader and shows the depot used for de-boarding. This was not a Reader depot, but was the Whelen Springs Missouri Pacific depot moved there decades ago for the tourist trains.



The Reader Railroad park, just outside of the Reader town limits. The locomotive is number 2313 or 2818. For more photos, go to the web at <http://www.trainweather.com/oct1402.html>.



Last (?) public excursion, October 28, 1989. (All photos by Ken Ziegenbein)



Two Missouri Pacific freights pass Union Station in Little Rock, Arkansas with snow on the ground in February 1985.



Rock Island's Choctaw Route depot in Little Rock had been vacant for many years when this wintry photo was taken in February, 1985. This passenger station has been preserved and will be part of the Clinton Presidential Library - the old Choctaw Freight Depot that was across the tracks to the left was demolished in November 2001 for the library. (Ken Ziegenbein photo)