



Little Rock Chapter  
NRHS

# ARKANSAS RAILROADER



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American Freedom Train in Piedmont, Missouri, April 12, 1976. (R. T. Clark photo, traded for by your editor in 1976 and used here to accent American patriotism in these uncertain times)



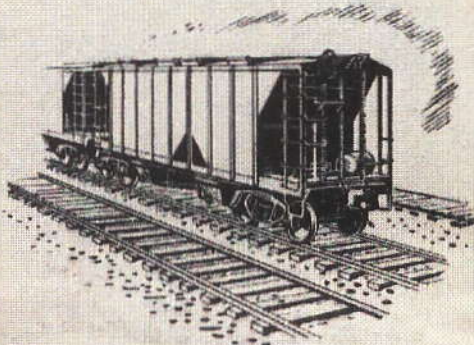




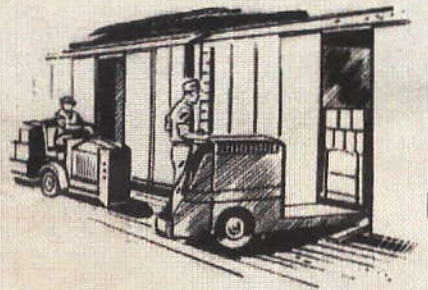
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**NEW 115-POUND RAIL**... mile after mile of improved-design, heavy-duty rail—along smooth roadbeds "manicured" to perfection.



## 2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)  
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412  
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)  
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

## 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 1<sup>st</sup> 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: [ken@trainweather.com](mailto:ken@trainweather.com) The *Arkansas Railroader* is put on the Web monthly, and that address is: <http://www.trainweather.com>

**NEXT MEETING** of the Arkansas Railroad Club will be held SUNDAY, OCTOBER 14 at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The meeting will be a Show and Tell event plus have a slide presentation by Robin Thomas. If you have any railroad items you'd like to share with others, bring them to this meeting.

**2002 OFFICERS** - It's that time of year again to be thinking about our 2002 slate of officers. If you'd like to run for one or know of someone who does, contact our President John Hodkin, 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128).

**TOM SHIRCLIFF - ADVOCATE FOR THE ELDERLY** - The August 2001 edition of *Aging Arkansas* had a nice story about club member Tom Shircliff regarding his work with aging Arkansans. After retiring from the military in 1974 (Tom had been a navigator and pilot and spent time in Vietnam), he started volunteer work, first for a Catholic school in Dallas, then a national Jewish hospital in Denver and in 1991 to the Methodist Children's Home in Little Rock. He co-founded the Regional AIDS Interfaith Network chapter and became a board member in 1991. He worked with Arkansas Seniors Organized for Progress (ASOP) since 1992 and became its' executive director in 1994, where he currently is working to stop Medicaid fraud (\$11.9 billion last year). He's a board member of the Alzheimer's Association and visits Alzheimer's residents in nursing homes and has become involved with hospice care. He says "no one should have to die alone." Since 1998 he's been on the Arkansas Foundation for Medical Care Board of Directors. He's the official photographer for the Aging Conference and the Arkansas Gerontological Society. The article also showed photos of Tom's model train collection and talks about his love for trains (he's seen holding a Union Pacific brass spittoon from the early 1900s). Tom's address is: Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429.



**NATIONAL ORGANIZATION DUES INCREASE** - Arkansas Railroad Club membership continues to be \$20 a year. However, the National dues (NRHS) have risen to \$20 (from \$17). Family membership went up to \$3 a year from \$2. So, if you want to join or renew NRHS membership through our club, you'll need to pay a total of \$40 a year instead of \$37. If you can afford it, being a member of the national NRHS has it's benefits, the main one being the *Bulletins*, which have, in my opinion, become worth the price of NRHS dues. It's really become a neat and easy to read publication. So consider joining (you'll have to be a national member to run for office).

**WHAT'S "NORMAL" ANYMORE?** - What a change has taken place in the world since our August meeting! September 11, 2001 will be remembered a long time. I have put some stories related to the terrorist events in New York and Washington in this newsletter, those that affected railroads and passenger train travel. Flying will certainly never be the same (our flight to Texas was canceled that week). Even our own *Texas Eagle* was in the news the next day when two men were arrested on this train at the Fort Worth Amtrak station (former Santa Fe station). Seems the two were on a flight from New Jersey to San Antonio with similar items the hijackers used when that flight got grounded in St Louis (along with every other flight in the country being grounded at the nearest airport). They then got on the *Texas Eagle* in St Louis to go to San Antonio (which means they were on the train when it came through Little Rock early Wednesday morning).

I found an old 1976 color photo of American Freedom Train engine #4449 and thought it'd be appropriate for a cover photo to help instill and convey a renewed sense of patriotism seen in the country.

We'll survive and go on - no question about it. I think this event has woken up a rather lazy, sleepy and indifferent country AND world. It's now time to keep this new spirit and be really thankful for what we've got. (*Ken Ziegenbein, editor*)

## WANTED : FOR SALE OR TRADE

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

**WANTED - READER #108 INSIDE PHOTOS** - Bill Bailey reported that he had received a call from Blacklands Railroad Co. asking for information on Reader 108. They have this engine now and the cab had apparently been cannibalized at its former location. They want pictures of the cab interior if any. Contact Bill: 8318 Reymere Dr, Little Rock AR 72227-3944.

**WANTED - COTTON BELT MOVIES** - Our club has become international due to Internet exposure. Here is a request for Cotton Belt movies from someone in New Zealand who is modeling the Cotton Belt in Texas in HO:  
"I would like to put a request for video/film of the Cotton Belt Railroad taken in the 1950, 1960s. Any amateur film suitable,

sound not necessary. I have been searching for years without any luck. I model SSW based in Texas in the 1950s and 1960s." Charlie Harris, New Zealand, e-mail: [railroads@clear.net.nz](mailto:railroads@clear.net.nz)

**WANTED - ARKANSAS SOUTHERN INFO** - I am a railfan/model railroader from New Jersey. I recently was given a orange GP-7 Lettered "Arkansas Southern Railroad"? I cannot find this in any Short line Directories or books. Do you know if this is or was a real railroad or is it a modelers private scheme? THANKS FOR YOUR HELP! Bob S., [radio190@bellatlantic.net](mailto:radio190@bellatlantic.net)

**WANTED - ENGINE 101 INFO** - Hello, my name is Billy Joe Grace. I am a truck driver for Fruehuaf trailer services in Little Rock. I have been delivering trailers to the yard where the Gillom ? Railroad salvage used to be. Engine # 101 is there on a section of track that it was , I presume, displayed on at the Little Rock Zoo. I have always loved steamers & like many, have dreamt of operating my own locomotive. That is obviously out of the question. I just

wondered if you could tell me a little more about it than what is on the plaque that was displayed with it. Do you know who actually owns it? Is it worth being restored? Thanks for your time. [ceg@cswnet.com](mailto:ceg@cswnet.com)

**WANTED - ROSTER** - Gene Semon is asking for a roster for the Big Rock & Stone (now 3M?) Railroad. He's trying to put together this roster for a friend. [gsemon@jpa.net](mailto:gsemon@jpa.net)

**WANTED - MARCH 15, 1897 WRECK DATA** - I know this is totally unrelated to your organization but I am trying to find an article about a train accident that happen around 15 Mar 1897 in Arkansas. Is there by any chance any book or magazine that would have information to railroad accidents in Arkansas during that year. If you could direct me to the right resource I would greatly appreciate it. My email address is: [nancy.sonderegger@cen.amedd.army.mil](mailto:nancy.sonderegger@cen.amedd.army.mil) or home email: [swagontrailfarm@aol.com](mailto:swagontrailfarm@aol.com)  
Thank you for your time.  
Nancy Sonderegger

## RAILROAD ABANDONMENT PROPOSALS



## 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.

**INDIANA - CHICAGO SOUTHSORE & SOUTH BEND RAILROAD** - To abandon a line from a connection at the east end of CSS's Lincoln Yard near Second Street to the end of the line at the facility of the Pioneer Lumber Company, a distance of less than 1/2 mile in Laporte County, Indiana. This line may have been a part of another carrier's main line years ago. Final decision by November 16, 2001. (STB Docket No. AB-344, Sub No. 1X, decided August 14, served August 20, 2001)

**MINNESOTA - OTTER TAIL RAILROAD COMPANY** - To abandon a 2.63 mile line known as the Foxhome Branch from m.p.58.8 near French to m.p. 61.45 near Foxhome, Minnesota, the end of the line. Final decision by November 21, 2001. (STB Docket No. AB-330, Sub No. 3X, decided August 17, served August 23, 2001)

**OHIO - CSX** - To abandon a 1.17 mile line between m.p. BJ-161.00 and m.p. BJ-162.17 in Lorain, Ohio. Effective September 25, 2001. (STB Docket No. AB-55, Sub No. 596X, decided August 16, served August 24, 2001)

**MARYLAND - MARYLAND MASS TRANSIT ADMINISTRATION** - To abandon the South Line-Central Light Rail Line from the CSX connection in Baltimore City, CSX m.p. 0.0, to the end of the line at Dorsey, Maryland. Effective September 28, 2001. (STB Docket No. AB-590X, Sub No. 2X, decided August 22, served August 29, 2001)

**MINNESOTA - DAKOTA RAIL, INC.** - To abandon it's entire line from m.p. 24.6 near Wayzata to the end of the line at m.p. 68.5 in Hutchinson, Minnesota, a distance of 43.9 miles. Including are stations Wayzata, Crystal Bay, Minnesota Beach, Spring Park, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie, Silver Lake and Hutchinson. Final decision by November 30, 2001. (STB Docket No. AB-472, Sub No. 1X, decided August 24, served August 31, 2001)

**SOUTH & NORTH DAKOTA - RED RIVER & WESTERN RAILROAD CO.** - To abandon 18.3 miles of line from m.p. 134.65 in Oakes, North Dakota to m.p. 116.3 near Hecla, South Dakota. Effective October 9, 2001. (STB Docket No. AB-391, Sub No. 8X, decided August 29, served September 7, 2001)

**INDIANA - MONON RAIL PRESERVATION CORP.** - To abandon a 1,500-foot segment of Monon's Ellettsville Line from m.p. Q213.41 (end of line) to m.p. Q213.69 in Monroe County, Indiana. Final decision by December 7, 2001. (STB Docket No. AB-589X & AB-295, Sub No. 4X, decided August 31, served September 10, 2001)

**TENNESSEE - CSX** - To abandon the Memphis to Cordova Branch, from m.p. ONI 224.00 near Memphis to m.p. ONI 210.66 near Cordova, Tennessee, a distance of 13.34 miles. Includes the station of Cordova. Final decision by December 12, 2001. (STB Docket No. AB-55, Sub No. 590X, decided September 6, served September 13, 2001)

**NEBRASKA - UNION PACIFIC** - To abandon a 9 mile line over the Jamaica Industrial Lead from m.p. 57.0 to the end of the line at m.p. 66.0, in Lincoln, Nebraska. Effective October 17, 2001. (STB Docket No. AB-33, Sub No. 181X, decided September 5, served September 17, 2001)

**PENNSYLVANIA - R.J. CORMAN RAILROAD COMPANY/ALLENTOWN LINES, INC.** - To abandon the Cornwall Industrial Track between m.p. 0.9 and m.p. 3.66 and the Lebanon Industrial Track between m.p. 18 and



m.p. 18.6, a distance of about 3.36 miles in Lebanon County, Pennsylvania. Effective October 17, 2001. (STB Docket No. AB-550, Sub No. 1X, decided September 5, served September 17, 2001)

## ARKANSAS RAIL NEWS

### NORMAN BRANCH DECISION UPHELD

*(Norman, Arkansas)* - Surface Transportation Board (Board) Chairman Linda J. Morgan announced today (August 28, 2001) that the United States Court of Appeals for the Eighth Circuit has substantially upheld the Board's decision resolving several disputed issues relating to a short railroad line in Arkansas that was temporarily embargoed (put out of service) because of storm damage for four months in 1993 and 1994. The Board's decision had been challenged in court by both sides to the proceeding before the agency.

The Board's decision resolved three interrelated proceedings involving the Norman Branch, a 52-mile railroad line owned by the Arkansas Midland Railroad Company (AMR). In late 1993, the line was damaged by storm-related flooding, and so AMR embargoed parts of it. Several of the shippers on the line wanted AMR to fix the damage and resume service, but after considering its options, AMR ultimately decided instead to abandon the portion of the line on which these shippers were located. At that point, a new railroad affiliated with the shippers [the Caddo Antoine &

Little Missouri Railroad Company (CALM)] asked the Board's predecessor, the Interstate Commerce Commission (ICC), to force AMR to sell the Norman Branch to it under the "feeder line" provisions of the statute [now section 10907 of Title 49 United States Code (49 U.S.C. 10907)]. CALM also asked the ICC to permit it to begin immediate operations over the line (a request that the ICC immediately granted). Finally, the shippers filed a complaint seeking damages from AMR, alleging that AMR had failed to provide service on reasonable request in violation of 49 U.S.C. 11101(a).

After much litigation at the agency and in the courts over the terms of the line sale and the level of the damages due, if any--see, e.g., *Caddo Antoine and Little Missouri Railroad Company v. United States*, 95 F.3d 740 (8th Cir. 1996); *GS Roofing Products Company v. STB*, 143 F.3d 387 (8th Cir. 1998)--the Board issued a decision in May 2000 resolving all of the remaining issues. In that decision, the Board set a purchase price for the forced sale of the Norman Branch to

the shippers, and it awarded compensation to AMR for operations conducted by CALM over a portion of the Norman Branch that AMR had retained. The Board also awarded the shippers approximately \$200,000 in damages for losses suffered while the line was improperly embargoed, but denied the shippers' request for substantially higher damages.

AMR then sued the Board in court on the ground that the price the Board prescribed when it required AMR to sell the Norman Branch was too low. CALM and its affiliated shippers sued the Board on the ground that the "trackage rights" fees that CALM had to pay AMR for operating over some of AMR's tracks were too high. The damages it awarded were too low.

The court affirmed the Board in nearly all respects. It found that the Board acted properly when setting the purchase price for the line, agreeing with the Board that AMR's evidence supporting a higher price was "insufficient to establish an accurate figure." In the compensation case, the court determined that the Board properly used average data for AMR's entire system, rather than the generally preferred, line-specific figures, because reliable line-specific data were unavailable. Finally, the court upheld the Board's denial of attorney's fees and miscellaneous expenses to CALM and the shippers, and its denial of damages for lost profits under a contract to supply colored stone dust to a Fontana, California facility.

The only point on which the court concluded that the Board erred was by failing to award one of the shippers lost profits (claimed to be about \$241,000) for an alleged fixed price contract to ship granules to Houston, Texas. Although the court recognized that damages in the form of lost profits are difficult to establish, it found that the shipper had shown with enough certainty that it had been sufficiently hurt by AMR's service lapse to warrant damages. The court sent this issue back to the Board for resolution.

The court's decision was issued on August 20, 2001, in *GS Roofing Company, et al. v. Surface Transportation Board and United States of America* (8th Cir., Nos. 99-3218, et al), and is available on the court's web site at

<http://www.ca8.uscourts.gov>. The Board's decision was issued on May 5, 2000 in *Caddo Antoine & Little Missouri R.R.--Feeder Line Acquisition--Arkansas Midland R.R. Line Between Gurdon and Birds Mill, AR*, STB Finance Docket No. 32479, et al. A printed copy of the Board's decision is available for a fee by contacting Da-To-Da Legal, Room 405, 1925 K Street, NW, Washington, DC 20006, telephone (202) 293-7776, or via [Da\\_To\\_Da@Hotmail.com](mailto:Da_To_Da@Hotmail.com). The decision also is available for viewing and downloading via the Board's website at <http://www.stb.gov>.

### WHITE RIVER RAILWAY REVIVAL?

*(Flippin, Arkansas)* - Calico Rock, Flippin and Norfolk have each invested \$6,000 to start a non-profit corporation and revive the White River Railway. These three north Arkansas cities are pooling their money to go into the railroad business - a move they hope will pay off in tourism dollars.

They have struck a tentative deal to rent the railroad track (the White River line of the former Missouri Pacific, now Missouri and North Arkansas) that has served the areas for years. The cities say tourism has declined since White River Scenic Railway Co. shut down ten months ago because of spiraling insurance costs. The vintage passenger train followed the White River from Flippin to Calico Rock and back.

The cities and the railroad haven't finalized negotiations. But Gary Fancher, a Flippin businessman who owns the depot where the train starts its trips, said it could be running again later in September. The company shut down train service because of high insurance premiums. Railroads that own tracks leased by excursion trains often require companies to carry as much as \$50 million in liability insurance. That pushed White River's annual premiums to more than \$100,000. Supporters of the White River line say they believe they will need only about half as much insurance under the deal they are negotiating with Rail of America. (*Harrison Daily Times, September 4, 2001*)

## GENERAL RAIL NEWS



## RAILROADS RESPOND TO TERRORIST ATTACK

(From *UTU News*) - Just days after one of the most tragic episodes in American history, the terrorist attacks on New York City and Washington, D.C., virtually all of the nation's railroad carriers are operating normally, but with a heightened sense of security. Here is a report:

### UNION PACIFIC

Within hours of Tuesday's terrorist attacks in New York City and Washington, D.C., Union Pacific Railroad employees inspected every major bridge and structure on its 33,000-mile system, including oil and fuel tanks, buildings and rolling stock, according to reports from the carrier.

Union Pacific special agents continue to coordinate security and law enforcement procedures with the FBI, local police and sheriffs' offices. The railroad is maintaining a command post in the Harriman Dispatching Center in Omaha. Initially, access was limited to employees only at centralized computer and communications centers, as well as office complexes around the system. Access to terminal and yard facilities also was limited to employees and to only those non-employees necessary to pick up and deliver customer freight.

The carrier said traffic across the railroad experienced minimal delays during the days after the incident, despite the track and structure inspections. The carrier said rail traffic at its Mexico and Canada border crossings moved without issue. Crews in Chicago "went the extra mile" to operate 20 additional Metra trains in an effort to help move workers out of the city after several businesses there closed early, the carrier said.

The railroad said it is supporting efforts to help victims of the terrorism by matching employee donations to the Red Cross and Salvation Army, dollar-for-dollar; donating medical supplies to be sent to New York City and Washington, D.C., and letting employees know that if they wish to donate blood they should call their local Red Cross office and make an appointment. "We will probably stay in the 'heightened awareness' mode, with increased security in our buildings and on our properties, as long as federal agencies deem necessary," UP spokesman Mark Davis said.

As far as asking employees to keep their eyes peeled for anything unusual, Davis said, "We didn't have to ask them. UP employees have always been vigilant as to trespassers on property, and they are even more vigilant now. One phone call is all it takes." El Paso FBI spokesperson Special Agent Al Cruz said Union Pacific is a member of a joint terrorism task

force, noting rail officials and authorities are "sharing information and coordinating our efforts."

### CSXT

"If we were to talk publicly about the safety precautions we have taken, that would defeat the purpose, wouldn't it?" CSXT's Kathy Burns said. Immediately after the incident, CSXT put additional security on bridges, Burns said. The carrier stopped all movements of freight into and out of the New York, Boston and Washington, D.C., areas. Hazardous materials were not allowed through the Howard Street tunnel in Baltimore and the Underground tunnel in Atlanta. The remainder of the network operated under very controlled circumstances and at reduced speeds.

"Later in the week, however, we went back to relatively normal operations," Burns said.

CSX's intermodal and automobile terminals in New Jersey are now open and operating on schedule, and all Transflo facilities are open and fully operational. Delays due to congestion in the greater New York area should be reduced as traffic flows return to normal. Burns said the railroad has implemented heightened security measures in many areas and is maintaining a sharp focus on areas of logistical importance.

"What we do have here at CSX is a 'heightened awareness.' We want to insure that our train crews recognize the need for heightened awareness, that if any of our train crews see anything suspicious, they report it right away," Burns said.

### NORFOLK SOUTHERN

Two days after the attack, Norfolk Southern Railway Company advised New York State and city officials that it is offering free transportation service for removing non-hazardous construction and demolition debris from the World Trade Center site. Norfolk Southern arranged to provide up to 1,000 heavy-duty rail cars that will be staged in the North Jersey Shared Assets Area. Norfolk Southern will transport the debris to disposal sites on its rail system. Service over the North Jersey Shared Assets Area was suspended for two days following the attack. Service in the Northeast Corridor also was limited for a few days after the terrorism.

"Like all Americans, we are deeply saddened by Tuesday's tragic events," said David R. Goode, chair, president and chief executive officer. "This is a small but tangible contribution that we can make to support the recovery effort." NS spokesperson Frank Brown said the carrier is in a "heightened state of alert. We are watching all tracks, bridges and tunnels to protect employees and the general public as best we can."

NS employees have been asked through their

supervisors to report anything unusual across the system, Brown said. "Everyone should know that, as general principal," he noted.

### BNSF

On the Burlington Northern, employees are working with a "heightened awareness," according to spokesperson Pat Hiatt. "Although there is no information to indicate that railroads will be targeted in any kind of terrorist attack, BNSF put its police services team on heightened alert" following the attack, Hiatt said. "We increased security at critical locations across our system, and we are in continuous contact with appropriate national, state and local agencies, including the Federal Bureau of Investigation, Federal Railroad Administration and police."

No BNSF facilities are closed at this time. Hiatt reported, and freight train operations are continuing. BNSF is taking "appropriate operating and inspection measures to provide for the continued safety and security of its operation," according to Hiatt.

"In compliance with a request by Amtrak, Amtrak trains were stopped for inspection by law enforcement authorities. All Amtrak trains are now operating normally."

"We increased security system wide for some time after Tuesday morning," Hiatt said. Now, we have a heightened state of alert. People became aware that these types of incidents could affect everyone everywhere. We are more aware of our surroundings now. "Our people, UTU members and others, really stepped up and did their jobs," Hiatt said. "They recognized that they could be distracted by the events of the day and they did a terrific job of keeping focused on their jobs and doing them safely."

Two days after the attack, Burlington Northern Santa Fe Railway Co. imposed a 70-mph speed limit for Amtrak trains operating on BNSF tracks and, with the exception of some routes in Southern California, ordered that two Amtrak employees be in the operating cab of all Amtrak trains. Hiatt said the restrictions were not out of concern about the New York and Washington terrorism but because of two train collisions on another railroad's tracks.

Reports indicate that BNSF imposed the restrictions in the wake of "alleged stop signal violations" involved in two rail accidents involving Amtrak trains on Union Pacific tracks in Texas and Utah on Tue., Sept. 11 and Thur., Sept. 13, respectively.

BNSF representatives said the speed restrictions also applied to its own trains and that both restrictions were imposed because of the accidents, not the terrorism attacks in New York and Washington, D.C. "Those were just a temporary requirement of this week as events unfolded and basically it all comes back to our



concerns with fatigue and distractions out there," BNSF spokesperson Lena Kent told the press. She said the restrictions were lifted two days later.

#### AMTRAK

As the nation's airports and airlines begin returning to normal, Amtrak said it was continuing to provide expanded service throughout the country to serve substantially more riders. Since Tuesday, Amtrak ticket sales have increased by about 40 percent compared to what would normally be expected, the carrier reported. The largest increases have been seen on Amtrak's long-distance trains, which were mostly sold out on the two days following the attack.

The company also said it has also reached out to offer travel to family and friends of victims of the terrorist attacks. Amtrak spokesperson Kevin Johnson said that, since the disaster, the carrier has been operating under a heightened sense of security. Johnson said the passenger carrier has instituted more patrols in trains and in stations, some sweeps of trains, and other security-related activities that he was not at liberty to divulge. "We are searching and checking for unusual stuff," he said. "We are always on the lookout for baggage that looks unusual. We are just being more cautious now."

Brown also said Amtrak was working with other law enforcement agencies "to put other things in place which, frankly, we are not going to talk about." He said that, in many locations, Amtrak employees are now checking the names on tickets against the identification of those persons presenting the tickets. "We can't do that everywhere, because we just don't have the manpower, but we are checking IDs where we can."

"We are doing whatever we can to help America move," Brown said. **"Nobody realized how quickly the air-transport system could be crippled. We are the third leg of the American transportation system and now it is time to show the public how important we are. We have the opportunity to bring home the notion of how important rail passenger service is to this country, especially high-speed rail**

#### transportation."

UTU General Chairperson Al Suozzo said that, since the attack, Amtrak employees are being required to wear identification badges and display their passes. "They (Amtrak) have a lot of security in the stations, and they are watching people like hawks," Suozzo said. Amtrak also has launched a safety initiative following the BNSF imposition of restrictions on its operation of trains in the wake of two train accidents. Amtrak said it has begun to conduct new testing and evaluations of crewmembers, increased safety briefings and launched joint reviews with freight railroads on whose tracks Amtrak operates. Amtrak spokesperson Cheryle Jackson denied that the safety push was forced by the BNSF restrictions. She said Amtrak acted on its own after a Texas derailment last week.

"Everyone is distraught and impacted by the tragedies," Jackson told reporters. "To make certain that our employees are focused on their jobs, this is an opportunity to pound home they have a job to do and the need to do it safely."

#### CANADIAN NATIONAL (including the Grand Trunk Western and the Illinois Central)

"The CN, GTW and IC instituted a heightened security program immediately on September 11 and, for obvious reasons, we don't want to go into details," spokesperson Jack Burke said. "Just say there is heightened sense of security at the borders now." "The reality is we are continuing to do the things with greater intensity than we did in the past. We are asking our crews, when they do inspections, to report anything remotely suspicious."

Burke also said the railroad system is ahead of the highway system in processing traffic at the U.S./Canadian border, and both Canadian carriers are seeing increases in railroad traffic because of it. CN also announced it will match dollar for dollar the amount employees and pensioners/retirees wish to contribute to the September 11th Fund, up to a maximum of US \$250,000. This fund was established by the United Way and the New York Community Trust to aid victims of the tragic events, and their families, both in New York and Washington.

CN President and Chief Executive Officer Paul M. Tellier said: "CN employees and pensioners join together in expressing our profound condolences to the family, friends and loved ones of the many victims of Tuesday's tragedy. There is no border for families when there is suffering."

#### ASLRRA ANNUAL MEETING CANCELED

The American Short Line and Regional Railroad Association (ASLRRA) due to the recent terrorist events and instability in the airline industry has decided to cancel its "Annual Meeting and Trade Show," scheduled for September 29 - October 2, in Anaheim, California. ASLRRA President Frank Turner stated, "The current state of airline travel, the apprehension felt by many Association members and the uncertainty of future events may fall in close proximity to the meeting, were all factors in this decision."

#### WHITE PASS & YUKON ROUTE CELEBRATES RECORD YEAR

(Skagway, Alaska) - More than 100 years ago, 40,000 people struggled up through the passes of the Coast Mountains from the port towns of Dyea and Skagway, Alaska to the Yukon gold fields. Just this week, the train known as the gold rush train -- The White Pass & Yukon Route Railroad (WP&YR) -- broke 100 years worth of ridership records when it announced that it had carried more than 305,000 passengers this year. During the same week, the White Pass & Yukon Route was named Princess Cruises & Tours' Skagway Shore Excursion of the Season, an award bestowed on the Skagway shore excursion most popular with cruise passengers. WP&YR Vice President Gary Danielson says the railroad carried 303,000 passengers in its centennial year last season.

The WP&YR was built between 1898 and 1900, connecting Alaska to Canada and served as a vital link between the port of Skagway and the Yukon. It is one of Alaska's most popular visitor attractions. More about the WP&YR can be found at <http://www.whitepassrailroad.com>.

## AMTRAK NEWS

#### AMTRAK RIDERSHIP SURGES AFTER ATTACK

(Here's a report from Copley News Service, September 17, 2001) - Amtrak, the nation's passenger rail service, continues to see a surge in

business from people who can't book flights or who are afraid to fly. Company officials say Amtrak still is experiencing a spike of 40 percent or more in passenger volume after last week's terrorist attacks in New York City, Washington,

D.C. and Pennsylvania. The use of hijacked airliners prompted the federal government to ground all flights briefly, and the fractured aviation system isn't back to normal yet.

"We're running the gamut of different stories,



from people who don't want to fly, can't fly or won't fly." Chicago-based Amtrak spokesman Kevin Johnson said Monday. Chicago's Union Station, the hub of several long-distance routes passing through Galesburg, Springfield and Carbondale, has seen daily passenger counts increase from about 6,160 to 8,624. Nationwide, the federally subsidized Amtrak system now has 80,000 passengers a day, compared with its usual 60,000, spokeswoman Karina Van Veen said from Washington. Amtrak has tried to meet rising demand for long-distance travel by adding cars to trains, but the company hasn't created new routes. Johnson said Midwestern rail schedules generally haven't been delayed by the draw on train travel.

The biggest demand on Amtrak occurred last week, when many stranded airline passengers tried to get home via train. This week, however, even with most airports running, some travelers aren't psychologically ready to step aboard an airplane. "I already don't like to fly. This makes me more nervous," a Seattle-bound college student said Monday morning at Union Station after choosing not to use her airline ticket.

Amtrak's Johnson says seats for long-distance destinations are harder to come by. People traveling shorter distances shouldn't be inconvenienced because Amtrak reserves a regular quota of seats for them, he said.

U.S. Sen. Dick Durbin, D-Springfield, was among the passengers on a late-afternoon route Monday from Chicago to the state capital. The Amtrak ally and high-speed rail advocate said the past several days have underscored the need for an improved passenger rail system in the United States. "I hope that we'll take this to heart and invest in a national passenger rail service. It's in the best interest of our country," Durbin said in a telephone interview.

Meanwhile, the nationwide bus system run by Dallas-based Greyhound Lines Inc. saw increased demand for its service subside by Sunday, spokeswoman Kristin Parsley said. Last week, Greyhound called in extra buses as passenger counts across its 3,700 locations doubled or tripled, she said.

#### AMTRAK IS FULLY BOOKED FOR DAYS

*(September 18, 2001 - thanks partly to Daryl Stout)* Their flights grounded and their nerves frayed, Americans in record numbers turned last week to Amtrak, according to a wire service. Almost all of Amtrak's long-distance trains have been sold out since Tuesday, when four planes were hijacked and crashed in the worst terrorist attack in U.S. history. The railway had no immediate figures on ridership, but it took in \$4 million Thursday, double the amount for a normal day.

"It's unlike anything we've ever seen," Amtrak spokeswoman Karina Van Veen said Friday. "I looked at reservations [Thursday] afternoon and we had few seats available through the end of the weekend for any train, systemwide." With air travel interrupted and many air travelers jittery, Amtrak has tried to fill the void by adding trains in the Boston-New York-Washington corridor and adding cars to regularly scheduled trains elsewhere. Amtrak said it is carrying twice the usual number of passengers on its trains between Washington and New York, the prime targets of Tuesday's terrorist attacks.

Bill Flaherty looked weary as he waited Friday afternoon at Washington's Union Station for a train to Boston, having just arrived after an overnight train from Orlando, Fla. He had been there on vacation with his two teenage daughters. Flaherty, a police officer at Boston University, said he had not ridden a long-distance train "since years ago, when I was a kid."

In line nearby was Lori Jorgensen, a marketing consultant from Chicago who called on Amtrak after trying for two days to fly home from Washington. "I've never done this before," she said. Travelers with airline tickets are being allowed to exchange them for Amtrak tickets -- although the offer does not apply to electronic airline tickets.

Firefighters and other emergency workers traveling in the Northeast to help in the recovery effort are able to ride free, without tickets, if they show their badges to train personnel. Amtrak also is providing free transportation for families of victims. The American Red Cross used a train provided by Amtrak to deliver emergency relief supplies from Washington to New York.

Amtrak serves 45 states and more than 500 communities but has lost money since its inception in 1971. Congress has given the railroad until 2003 to end 30 years of reliance on government operating subsidies, or face dissolution.

How long the increased demand for train service will last is anyone's guess, said Amtrak President George Warrington, "but we will be prepared to handle whatever the future brings."

Not everything has gone smoothly. A Chicago-to-California train carrying some stranded airline passengers crashed into a freight train Thursday morning, derailed, and caught fire in the western Utah desert. There were no serious injuries. The crash is under investigation.

Amtrak suspended service briefly in the immediate aftermath of Tuesday's terror but has been in full service since, finding itself the travel choice for a much broader clientele than in normal times.

With Major League Baseball on hold, the Boston Red Sox rode Amtrak's Auto Train from Sanford, Fla., to Lorton, Va. A bus took them to Baltimore, where they caught a plane to Providence, and a bus picked them up Friday afternoon for the final leg of their journey.

#### CALIFORNIA ZEPHYR ACCIDENT

*(Windower, Utah)* - At approximately 6:00 a.m. central time September 12, 2001, Amtrak's *California Zephyr*, traveling from Chicago to Emeryville, Calif., was involved in a collision with a Union Pacific freight train which led to the derailment of several cars on the passenger train. The incident occurred near Windower, Utah, 120 miles west of Salt Lake City. The train consisted of two locomotives, one baggage car, one crew car, seven passenger cars and six mail cars. Early reports indicate that all cars were derailed but remained upright and in-line. The train was carrying approximately 263 passengers and 14 crew members. Sixteen individuals have been transported to a Salt Lake City hospital with non-life threatening injuries. *(Thanks to Daryl Stout)*

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**MISSOURI - ST LOUIS** - October 5-7 - Missouri Pacific Historical Society's 21<sup>st</sup> Annual Meeting. Advance registration by September 15<sup>th</sup> is \$22, \$25 at the door. Non-members \$35. A \$10 rebate will be given on payment of dues for one year in the MPHS. Swap Meet Tables are \$25 each (one table FREE to MPHS members). To rent a table, send Name, Address, Badge name, City, State and email to Jerry Howe, 2001 Annual Meeting Chairman, 1601 St Mary's Lane, Festus, MO 63028-1558. The meeting will be held at the Best Western Diamond Inn, 2875 Highway 100, Villa Ridge, Missouri 63089.

*ARKANSAS RAILROADER - Little Rock Chapter NRHS*



close to the tunnel at Gray Summit MO, right off I-44, exit 253, about 35 miles southwest of St Louis. For reservations, call 636-742-3501 for special rates.

**ARKANSAS - JACKSONVILLE** - October 13 - The Third Annual Arkansas Valley Model Railroad Club Train Show at the Jacksonville Community Center. Admission is \$3 and it opens at 10 a.m.



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](mailto:trains@trainweather.com).





*GM's "Train of Tomorrow" at the Rock Island station in Little Rock, Arkansas, 15 March 1948. (Gene Hull photo)*

## **MODERN PASSENGER SERVICE WHAT MADE IT POSSIBLE?**

by: Gene Hull

For our purpose we are considering "pre-World War II" modern, not "Amtrak" modern.

During the half-century from the 1880s until the 1930s there was practically no change in the concept of railroad passenger travel. This minimal change was the mechanical improvement in the cars and motive power.

During this period the trains were powered by steam locomotives. The principal change was to increase the tractive force that but not the type of power. A significant change came soon after the Civil War when the old wooden cars began to be replaced by steel ones.

One example was an all-steel passenger car built for the Burlington in 1889. It was constructed by a bridge company in Chicago and made its first trip over the CB&Q to be exhibited at the National Railway and Industrial Exposition at St. Joseph, Missouri.

*Arkansas Railroader - Little Rock Chapter NRHS*



The "steel palace car" was 73 feet and 8 inches long overall (66-foot body length). It's height was 13 feet 2½ inches; inside head room was 8 feet 10½ inches; outside width 9 feet 1 inch. It was cylindrical in shape (semi-streamlined?) with open platforms.

The interior was divided into a grand salon; observation room; a sleeping section with upper and lower berths; a stateroom with upper and lower berths; a smoking room with the same sleeping arrangements; a buffet; a library; a ladies lavatory; a gentleman's lavatory and toilet rooms. It was gorgeously decorated and upholstered with plush and draperies. The wood was elegantly carved..

The ordinary steel coaches and sleeper rode on four-wheel or six-wheel trucks. There was a clerestory roof with screened vents to relieve the warm "second-hand" air. This vacuum ventilation drew in "fresh" air, well laden with ballast dust, cinders and acrid coal smoke from the roaring locomotive. To assure a plentiful supply, each car was equipped with wooden "jacks" to pry open the windows.

The colors of the interior decor were neutral and muted to negate the accumulation of dust. The wood trim was dark oak or mahogany and floors were covered with worn linoleum. The "walkover" seats were covered with rattan or stiff-nap velour of dark red or green.

The interior of the Pullman sleeping cars bore a subdued coloration, predominated by the dark green curtains (almost a fine grade of canvas) concealing the upper and lower berths. The car's center aisle presented a quiet, muffled atmosphere.

In 1910, George Mortimer Pullman built the sleeping car *CARNEGIE*, the first all-steel sleeper. Up until the 1929 depression there were 8,000 olive green sleeping palace cars rolling across America.

This "standard era" developed comparatively slowly and remained for an extended period. Suddenly rail travel experienced an amazing metamorphosis, similar to the cocoon-to-monarch-butterfly change, almost overnight.

Those dark green-red heavy steel cars emerged as things of great beauty formed of aluminum alloys, stainless steel and low-alloy high-strength steel. This was almost blasphemy. The magic word "streamlining" was created.

Another amazing change came about inside the cars. The dark, dull, drab appearance was replaced by a brilliant display of colors rivaling those of a spring bouquet. The sparkling brightness was rather startling.

It is hard to say if the greater change was inside or outside the car. The use of new metals and ideas brought about the innovation of articulation, in which the adjoining ends of two cars rode upon one wheel truck. Sides of stainless steel cars were fluted with corrugations to increase strength and reduce the use of heavy frames. Lighter weight reduced the motive power required.



This "modern era" began in 1934. In February of that year the Union Pacific introduced the first completely new type of train, graceful in form, highly pleasing in color harmony and preeminent in utility, convenience and comfort.

It was not a experimental train. In the spring of 1934 it made an exhibition trip of 12,265 miles from the Atlantic to the Pacific coast. It was called the M-10000 until it entered revenue service in early 1935 as the CITY OF SALINA.

The very first streamline train was the Burlington's PIONEER ZEPHYR, christened at Philadelphia on 18 April 1934. On 26 May it ran non-stop 1,015 miles from Denver to Chicago.

In 1945 the Burlington introduced America's first passenger car with a transparent blister-bubble on top - the VISTA DOME- to give passengers an almost unobstructed view.

On 28 May 1946, General Motors Corporation of La Grange, Illinois revealed to the public a streamlined train including many of the ideas of the "modern era." It was composed of a 2,000 horsepower diesel locomotive, a chair car, a dining car, a sleeper and an observation car. Each one had an ASTRA DOME. The interiors were delightfully decorated with bright, brilliant, "happy" colors, the likes of which had never been seen before.

There was a ship-to-shore mobile radiophone which would allow a passenger to talk to someone on board the Queen Elizabeth in the middle of the Atlantic Ocean while riding at more than 100 miles an hour on the TRAIN OF TOMORROW!

In 1948 the Union Pacific installed Budd disc-brakes on 100 passenger cars - 50 sleepers and 50 Pullman-Standard chair cars.

Was there no end to these amazing and wonderful innovations?

All of this and much more was made possible by one event. In 1929 a Pullman sleeping car was equipped with the marvelous invention of MECHANICAL AIR-CONDITIONING!

On 17 June 1930, the Missouri Pacific added Super Deluxe Lounge Cars on the SUNSHINE SPECIAL.

The sun-baked coach or sleeper were prime candidates for a comfortable, cool, dust-free atmosphere with a carefully balanced humidity. These factors quickly attracted passengers. With the old SUCTION ventilation replaced by mechanical PRESSURE ventilation the invasion of dust, cinders and smoke was eliminated. This permitted the use of various bright harmonizing colors in car decoration. These were combined with lighter toned woods. There was a dramatic change in woodwork, upholstery, paints and floor covering. Gleaming light was admitted through wide windows to reflect and emphasize the fine combinations of colors.



The blooming of car interiors promoted equally new ideas of the exteriors. There seemed to be no end to the transformation of the nations' passenger trains. This "shot in the arm" produced a continuing crop of ideas. In 1930 the B&O and AT&SF installed air-conditioning in their dining cars.

Passenger trains were effectively killed when politicians decided to cover America with a system of paved highways.

Even so, the idea which brought about this fabulous transformation seems immortal. Is there anything which can replace AIR-CONDITIONING? 🚂



*Another shot of the "Train of Tomorrow" at the Rock Island station in Little Rock, Arkansas, 15 March 1948. Visitors were entering the observation lounge. (Gene Hull photo)*



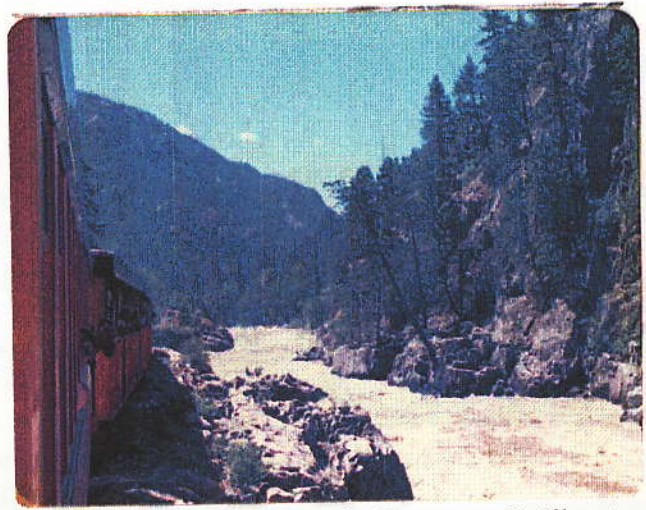


**COLORFUL RAILROADS OF NORTH LITTLE ROCK** (taken by John Jones at UP's yard). **UL** - New Orleans & Gulf Coast #1106 to Idaho North Pacific RR, Payette, ID, from Rio Grande Pacific RR, Belchasse, LA (7/21/01); **UR** - NOGC 2014, Myrtle Grove Car (7/21/01); **UML** - WAMX 7005 GP-7, Kansas & Oklahoma RR, Watco Leasing, Built 1957, 1750 hp, old WATX 102 (5/14/01); **UMR** - NREX 3000-3001, Utah Railway (8/2/01); **LML** - WTNN 4072 from Parsons, KS to Jackson TN (8/11/01); **LMR** - KXHR2 "Desire", Knoxville Holston River RR Co., Inc (5/14/01); **LL** - DWP 5906 "Delivered with Pride" (8/10/01).

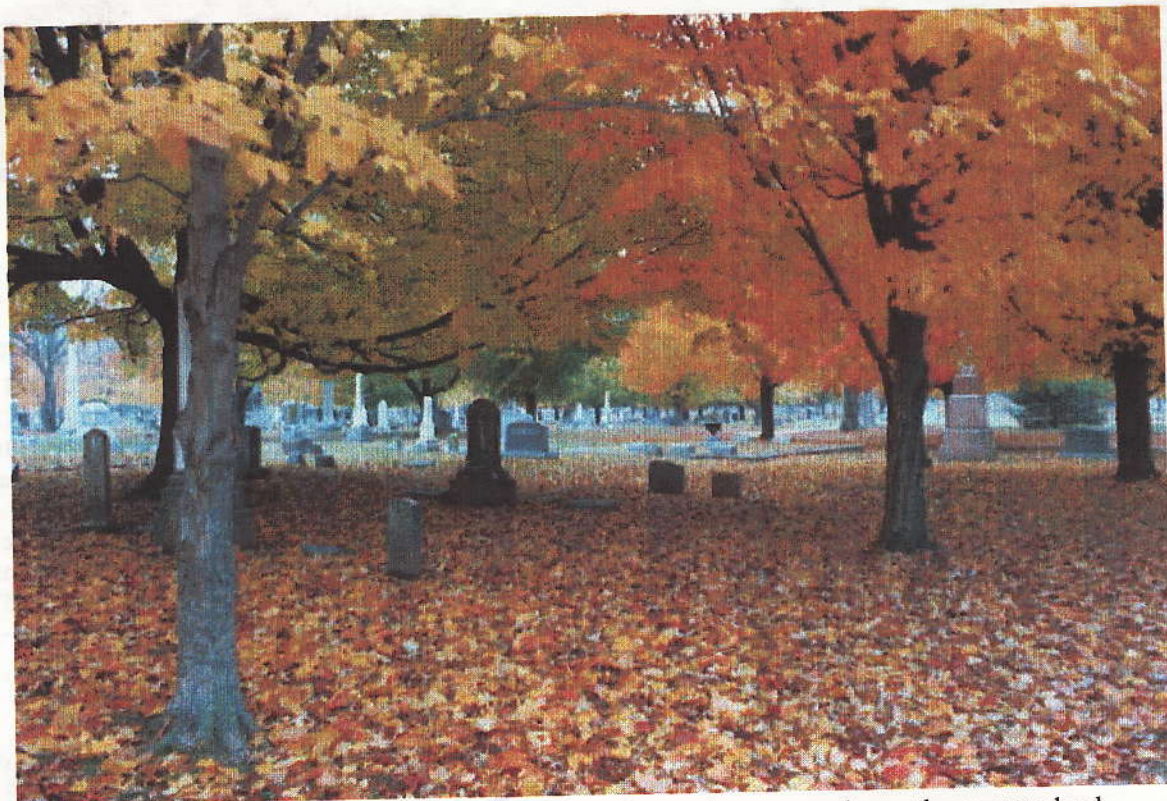




P. B. Wooldridge and daughters Betty Louise and Alice Marie on Rio Grand caboose at Silverton, Colorado in the 1970s. (P. B. Wooldridge photos)



Aboard a mixed train on the Durango & Silverton narrow gauge Railroad along the Animas River back in the 1950s in beautiful Colorado. (P. B. Wooldridge photos)



May the people who were killed in the terrorist attacks rest in peace and may the country heal.