



ARKANSAS RAILROADER



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On Saturday, September 6, 2003, the Arkansas Railroad Club had its annual picnic at Peter Smykla Jr's Paperton Junction Southern Railway in Pine Bluff, Arkansas. Here's a view of some of the colorful rolling stock, including working Alco 303, built in 1956, the last RS-3 built. The caboose is SSW 2325, built in Pine Bluff in 1920, and the coach is SLSF 514, built in March 1883 as SLSF 661. More details later in this newsletter. (Ken Ziegenbein photo)



PAPERTON JUNCTION SOUTHERN RAILWAY - EQUIPMENT DATA

PJS 5 - ALCO RSC-2, c/n 75129, January 1947. Re-built by ALCO in 1965 with cab and nose from RS-32 series. At that time, it was down-rated to 1400 hp and the controls were reversed, making the short hood the front. Re-engined with a model "250" engine, which is a 244 with slight modifications. - **History:** Milwaukee 985, then. 591 and finally 578; Kettle Moraine 5; Brillion & Forest Junction 5. Bought from the man who had purchased the B&FJR at bankruptcy sale. Acquired in 1986.

PJS 303 - ALCO RS-3, c/n 81900, August 1956. Last RS-3 built and last ALCO locomotive built with a model 244 prime mover. - **History:** Litchfield & Madison 303; C&NW second 1554; Michigan Northern 1554. Nose was chopped for MN, but conversion was never completed by changing controls so long hood is front. Acquired in 1984 from Michigan Northern.

SSW 2325 - Built in Pine Bluff shops in July 1920 at a cost of \$3,488.75. This caboose spent most of its years on the Paragould & Southeastern, where it was used on the daily except Sunday mixed train between Paragould and Blytheville. 2325 was assigned to the grandfather of T.D. Davis, (engineer of 819 trips in the 1980's), and then, after his death, to Bill Church's dad. In addition, former SSW Superintendent Bill Reed used to ride this car with his dad in the depression, when his father worked the mixed train. Acquired in 1980 and restored in 1981-1982.

WSR 501 - This boxcar was built circa 1915 for the Missouri Pacific as MP 121007. The oldest information available is that it was re-built with the dreadnaught ends in 1928. It was sold to the Warren & Saline River, where it was used to transfer wood fuel between Potlatch mills in Warren. Acquired from the W&SR in 1992 and restored in 1992-1993. One half of the wooden side truss on the east side of the car had to be replaced since it had rotted after a tornado ripped off half of the tin roofing. Luckily, the top chord of the truss, a 4" x 8" -37' did not rot out completely, and is still intact.

SLSF 514 - This coach was built by Barney & Smith in March 1883 as SLSF 661. In March 1936, the Frisco rebuilt the car, changing the roof to the current turtle-back configuration, and adding the steel siding, while keeping the wooden frame. From the early 1960' s until October 1996, it was on the Kansas City Public Service Freight Operation, where it last ran in 1964. Purchased in 1996, it was brought to Pine Bluff on a flat car. Virtually the entire roof, including the wooden ribs, needs replacing, as do the windows. You will note that during the 1936 rebuilding, thousands of wood screws were used, with heads leaded in to simulate rivets, to fasten on the steel siding.

A&LM 1141, A&LM 3404, A&LM 3405 - These three 41' 5" flat- cars were last used by the Arkansas & Louisiana Missouri in MW service. When the A&LM was purchased and became the Arkansas, Louisiana & Mississippi, they were found stored in Monroe. The three cars were purchased from the AL&M in 1997 and trucked here from Tinsman on the F&P. 3404 and 3405 were originally Southern cars, and, from the trucks, it would appear that 1147 was built for the Illinois Central. Restoration is now underway.

PJS 501 - Former SP 203940, now a shop car used for parts storage. Acquired 1985.

PJS 622 - Former SSW 56226 used for parts storage. Acquired 1987.

SP Tank - This tank car was built in 1927, and is the property of the Arkansas Railroad Museum. Un-restored at this time.

2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
V-PRESIDENT - Russell Tedder, 5019 Timber Creek Cir, N Little Rock AR 72116-6432 (501-771-9040), rstedder@arkansas.net
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net
SECRETARY - Jackie Roach, 4023 S Shackelford #142, Little Rock AR 72204 (501-225-6818)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com
NRHS DIRECTOR - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com

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

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next meeting/program of the Arkansas Railroad Club will be **SUNDAY, OCTOBER 12, 2003** at 2 p.m. at our usual meeting place, Pulaski Heights Presbyterian Church, 4401 Woodrow Drive in Little Rock. Our program will be presented by the North Little Rock History Commission (Sandra Smith) and will be on railroads in Arkansas. The public is invited and refreshments will always be served.

UPCOMING PROGRAMS - November - John Jones will have videos covering his trip to the NRHS convention and back.
December - Christmas Party! It will be held on Saturday, December 13 at 600 p.m. at our usual meeting site, Pulaski Heights Presbyterian Church. We will have the meal catered by Franke's Cafeteria in Little Rock and bring it to the church for serving. Price will be \$15 each. We will need to know how many are coming, so in the next few months, let Walter Walker know and also send him the money (8423 Linda Lane, Little Rock AR 72227, 501-225-0826, wwalker@aristotle.net)

Also received this letter from our VP Russell Tedder: "After the last program interest was expressed in checking to see if we could have an outing at Bruce Stockbridge's Garden Railway. Bruce has graciously invited the club to have an outing on the Possom Grape and Oil Trough Railroad located in his garden. Per the following he suggests, and I agree, that Spring of next year would be an ideal time." Mr. Stockbridge's email: "Spring would be fine time to have the club over to the Possum Grape & Oil Trough Ry., as the flowers would be in full bloom, plus the temperatures and humidity would be a bit more hospitable! On top of that, I will have my new ACCUCRAFT LIVE STEAM MOGUL available to run." Something for our new VP/Program Director to consider.

ANNETTE McCLENDON WALKER

Born April 20, 1922 – Died September 18, 2003

Annette was the wife of our treasurer Walter B. Walker. She died early Thursday morning, September 18 at home. She was retired from Arkansas Power and Light. Her service was Saturday, September 20 at St. Thomas' Reformed Episcopal Church in Little Rock. (Thanks to Randy Tardy for the notification)

CORRECTIONS AND ADDITIONS ON BLACK MOUNTAIN STORY – Regarding Gene Hull's story on the Black Mountain & Eastern in the September *Railroader*, Tom Duggan of the Boston Mountain Chapter NRHS, sent the following to me on August 28, 2003:

Members of the Arkansas-Boston Mountains Chapter have visited the roadbed of the Combs, Cass & Eastern since 1996. Over that time we have done a lot of research and exploration on the line using the ICC Valuation Report, Track Chart, and archeological reports. The photos in the article were taken by J.M. Wait of the U.S. Forest service in 1928.

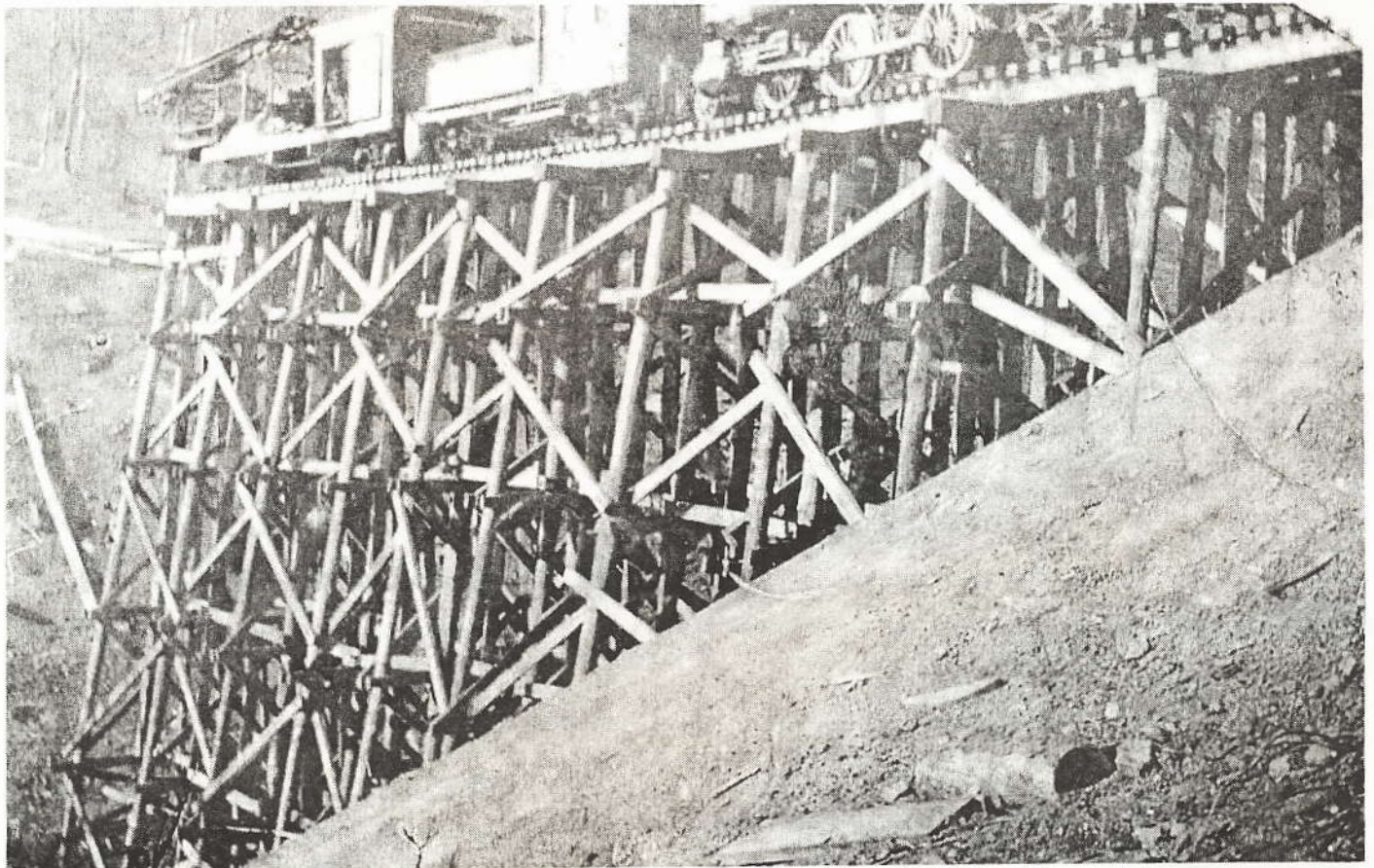
ARKANSAS RAILROADER – Little Rock Chapter NRHS

The originals are at the Special Collection of the Mullins Library , U of A, Fayetteville.

The railroad actually began building in late 1913 or perhaps early 1914. Only when it crossed Ozark National Forest property in 1915, some 8.93 miles from Combs, was it realized that the line would have to be incorporated to comply with Forest Service regulations. The 16.03 mile line entered difficult terrain after the first eight miles. The canyons were crossed by four bridges that ranged in height from 90 to 125 feet. The longest bridge was 385 feet long. One of the bridges was sharply curved while another was eight feet higher at one end.

In late 1916 the Combs, Cass & Eastern terminated at High Cass, a new town some 540 feet above the regional trade center of Cass. In 1922 an 2.5 mile extension-complete with two switchbacks, was built to link High Cass to Cass. Eyewitnesses recall that the line's sole engine, ex Frisco 347 (a 4-6-0 Baldwin product of 1897) did operate in Cass proper. The two flanged wheel trucks shown in the 1928 Cass view were used to move semi finished lumber up to High Cass from the Phipp mill building visible on the right. The line also had a gasoline engine powered ex-Fort Smith streetcar-now at the Fort Smith Trolley Museum- that carried passengers.

The line never posted an operating profit and funded its yearly losses with inter-company loans from the parent lumber company. The total invested in the railroad exceeded \$237,000 according ICC filings. Freight revenues peaked in 1919 at \$15,130 while passenger revenues peaked at \$1,094 in 1920. The line declined rapidly after 1923 and the ICC authorized abandonment of the 9.08 mile segment from High Cass to Frazier in November 1925. The line in 1928 sought to abandon the remaining track but the ICC denied the petition as the railroad did not comply with ICC procedures. The remaining track rented from the Frisco was returned to the Frisco about 1928.



A Frisco pile driver working on Combs, Cass & Eastern No. 3 bridge. (Via Tom Duggan)

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 – Photos or station plans of smaller Iron Mountain or Missouri Pacific depots in Arkansas. My name is T. R. Garner from Searcy, Arkansas. I am vice president of the White County (Arkansas) Historical Society. We are searching for information, particularly photographs or standard station plans that the St. Louis & Iron Mountain, or the Missouri Pacific, would have had for their smaller stations from Little Rock north through Beebe, McRae, Garner, Kensett, Judsonia, Bald Knob, etc. The particular depot in question is the station that was at Garner, Arkansas. I would appreciate any information, or suggestions as to who I should contact that might provide additional information, about the history of the station. Thank you,
T. R. Garner - sawdusty@swbell.net

FOR SALE - Dolores Ost, wife of the late charter member Charlie Ost (DOst109371@aol.com), would like to sell the following items: HO model engine, 080, painted black "The General;" unpainted over-sized C&NW caboose, HO scale small IC Caboose, HO scale Coach light made into a lamp - moving company lost the shade, but the lamp is in good, working condition. 15 b & w 8-1/2 x 11 glossy prints of steam, old 25 small b & w snapshots, approximately 4-1/2 x 2-3/8, really old. "Quiz on Railroad & railroads," Amer. Assoc. of RR booklet, 1940; various jewelry and railroad buttons, including a MOP pocket knife and a 1934 Union Pacific Lucky Piece commemorating the aluminum used in the new train built by Pullman; C&NW metal emblems and 9 C & NW coasters; very small cloth emblem for M&NA Ozarks, NO ARK Route, white & red on black; cloth emblem for Ft. Smith & Western Railway, gold print on black. Contact her at the email address above, which is all the contact information I have. She lives in Little Rock.

SALE/TRADE: Historic ALCO RS-1 For Sale I have the OLDEST RS/RSD-1 Alco

locomotive built now for sale or trade. Locomotive is complete, good glass, minimal cancer. Is stored in Kentucky. Locomotive was originally built for the Rock Island as their second RS-1, in 1941. Is still on Alco's six axle RSD trucks from WW II conversion. This locomotive needs to be in a museum for sure. I do have a couple of pictures of the locomotive, made a couple of years ago. \$45,000 or best offer. Southeastern Rail Services, L.L.C., 510 Austin Street, Norfolk State VA 23503.

FOR SALE/TRADE: Budd Full Domes - 8 for Sale. Holland America has received its new domes with more to be delivered in 2004. As a result we are selling eight out of ten of our ex-Santa Fe Full Length Domes. These cars have been in service on the Alaska Railroad starting in 1987. Rebuilt 1986-1994 and with the earlier rebuilds done again in 1995-1996. Set up with 66 forward facing, booth and side facing seats upstairs and 22 dining room seats and kitchen downstairs, these cars were in daily summertime service through the 2003 season. These cars are considered by many to be the premium heritage equipment in operation today. There are only 17 of these cars in existence and only two in private (non-railroad) ownership outside of our fleet. This is a rare opportunity. These cars are excellent touring cars but would be a great addition to any train. FRA compliant with Part 223 glass and emergency windows. Carrier/Sutrak A/C, HEP, 27 pin, generators, holding tanks, six wheel trucks, EEs. Priced at \$500,000-\$550,000 each depending on specifications/condition. Spares available. Available for inspection in Anchorage in September. Serious inquires only. Reply to ad for information and pictures.

Name: Holland America Line Westours Inc. Address: 300 Elloit Avenue West; City: Seattle; State: WA; ZIP: 98119.

FOR SALE - "Riding The Rails" - Teenagers on the move during the Great

Depression. It was written by Errol Lincoln Uys - 336 pages, 54 photos, paperback. \$18.95. To order call 800-634-7064.

WANTED - I'm looking for old photos of the Train Station in Little Rock. My dad worked for Missouri Pacific 1952-1957, then transferred to St. Louis, then to Monroe, LA, then back to LR in 1970. I have a lot of memories as a child of being in the station, smelling the cigars, etc. Where could I find old photos?
Thanks for your help. P. McClellan - PMcClellan@firstarkansasbank.com

FOR SALE – Railroad items from an Estate auction in Missouri, including 27 railroad employee handbooks and other items dated from 1935 to 1965 in good condition. They are for sale at a very fair price, according to auctioneer Judith Cole, who does not collect such items but would like to sell them.

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

WANTED – HELP with getting grants. I am with the Central Delta Historical Society and we just completed renovation of the 1912 union depot in Brinkley, Arkansas. It is being used as a visitor's center for the Louisiana Purchase State Park and also a museum. Naturally, a major focus in the museum is the building, itself, and any railroad connected items. The historical Society has been "given" a railroad Caboose, and an early 1900's wood sided "depot" and the associated "gambler's house". We only need to get the items moved to the museum site. We have a bid on the costs of moving the

items and are now searching for grants, etc., to help fund the cost of moving the

items so we can preserve their history. Any suggestions? Contact Laura Bussell –

CDHS, 100 W. Cypress, Brinkley, AR 72021, laurabussell@hotmail.com

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 – A&R LINE, INC – TOLEDO, PEORIA & WESTERN RAILWAY CORP – A&R seeks to abandon and TP&W seeks to discontinue service over a line of railroad known as the A&R line extending from milepost 5.1W near Kenneth to the end of the line at milepost 21.0W near Winamac, a distance of 15.9 miles in Cass and Pulaski Counties, IN. The line constitutes A&R's entire line of railroad. The line includes the station of Winamac at milepost 21.0W. A final decision will be issued by November 18, 2003. (STB Docket Nos. AB-855 (Sub-No. 1X) and AB-847 (Sub-No. 2X, decided August 11, served August 20, 2003)

INDIANA – TOLEDO, PEORIA & WESTERN RAILWAY CORP – J. K. LINE, INC - J.K. to abandon and for TP&W to discontinue service over a 17-mile line of railroad between milepost 199, near North Judson, and milepost 183, near Monterey, at the end of the line, in Starke and Pulaski Counties, IN. A final decision will be issued by November 18, 2003. (STB Docket No. AB-847 (Sub-No. 1X), STB Docket No. AB-856 (Sub-No. 1X, decided August 13, served August 20, 2003)

KANSAS - KANSAS & OKLAHOMA RAILROAD, INC - to abandon two rail line segments as follows: (1) A 10.7-mile rail line between milepost 36.3 at Hanston, and milepost 47.0 at Jetmore, in Hodgeman County, KS; and (2) a 46.8-mile rail line between milepost 589.2 at Coats, and milepost 636.0 at Protection, in Comanche, Kiowa, and Pratt Counties, KS. Effective on September 26, 2003. (STB Docket No. AB-853 (Sub-No. 1X, decided August 18, served August 27, 2003)

WEST VIRGINIA – NORFOLK SOUTHERN - To abandon a 1.59-mile line of railroad between milepost TE-1.50 at Licks Fork Spur and milepost TE-3.09 at Elda, in Mingo County, WV. effective on September 27, 2003. (STB Docket No. AB-290 (Sub-No. 223X, decided August 22, served August 28, 2003)

INDIANA – CSX – NEW YORK CENTRAL. LTD - To discontinue service over a 1.64-mile line of railroad in CSXT's Western Region, Great Lakes Division, Indianapolis Line Subdivision, extending from milepost QIN 95.34 to milepost QIN 96.98, in New Castle, Henry County, IN. A final decision will be issued by December 5, 2003. (STB Docket Nos. AB-55 (Sub-No. 639X) and AB-565 (Sub-No. 15X, decided August 28, served September 5, 2003)

ILLINOIS – EAST ST. LOUIS JUNCTION RAILROAD COMPANY – UNION PACIFIC – Illinois Dept of Transportation is seeking the adverse abandonment of the East St. Louis Junction Railroad Company's (ESLJ) line of railroad between milepost 0.0 and milepost 1.16, plus 6.40 miles of switch track and .34 miles of spur track, a total of 7.90 miles of track, in the National Stock Yards in St. Clair County, IL. IDOT also requests that the Board grant an adverse discontinuance of rail service over the subject rail property provided by ESLJ's lessee, Union Pacific Railroad Company (UP). The line traverses the station of National Stock Yards. Appreciable portions of the land underlying the railroad line proposed for abandonment and discontinuance of service are required for the construction of a relocated Illinois Route 3 and the construction of a connection from Interstate Highway I-64 in Illinois to a proposed New Mississippi River Bridge and relocated Interstate Highway I-70. This abandonment will permit the grade separation of all state highways and railroad lines in this area. Comments must be filed by no later than October 6, 2003. (STB Docket Nos. AB-838 and AB-33 (Sub-No. 199, decided September 2, served September 9, 2003)

VIRGINIA – NORFOLK SOUTHERN - To abandon 4.0 miles of its line of railroad between milepost BH-0.0 at Bull Creek and milepost BH-4.0 at Harman, in Buchanan County, VA. effective on October 9, 2003. (STB Docket No. AB-290 (Sub-No. 238X, served August 29, served September 9, 2003)

NORTH CAROLINA - NORFOLK SOUTHERN - To abandon a 5-mile portion of rail line extending between milepost HG-47.0 at Gastonia and milepost HG-52.0 at Dallas (Gebo), in Gaston County, NC. The line includes stations at Gastonia and Dallas (Gebo). A final decision will be issued by December 9, 2003. (STB Docket No. AB-290 (Sub-No. 240X, decided September 3, served September 10, 2003)

MICHIGAN - TECUMSEH BRANCH CONNECTING RAILROAD COMPANY –To abandon approximately 0.8 miles of railroad of the Tecumseh Branch of the former Detroit, Toledo & Ironton Railroad extending from TBCR's point of interchange with Adrian & Blissfield Rail Road Company's mainline at milepost 45.5 to the end of track at milepost 46.3 in the City of Adrian, Lenawee County, MI. effective on October 11, 2003. (STB Docket No. AB-602X, decided September 4, served September 11, 2003)

ARKANSAS RAIL NEWS

ARKANSAN JOHNNY CASH DIES

John R. Cash was born Feb. 26, 1932, in Kingsland, Arkansas – he died September 12, 2003 at the age of 71. He was one of seven children. When he was 12, his 14-year-old brother and hero, Jack, died after an accident while sawing oak trees into fence posts. The tragedy had a lasting impact on Cash, and he later pointed to it as a possible reason his music was frequently melancholy. He worked as a custodian and enlisted in the Air Force, learning guitar while stationed in Germany, before launching his music career after his 1954 discharge. His first hit record was called *Hey Porter*. He recorded many other railroad-related songs, too, including *Texas 1947*, which was about the excitement caused by the first streamlined passenger train coming through a small Texas town in 1947.

GENERAL RAIL NEWS

A TRAIN RUNNING ON TIME AND IN KEY

From the Association of American Railroads comes the following story about an orchestra using a 10-car train as part of its concert last July:

"At the Hamptons Music Festival in Bridgehampton, New York last month, a short concerto had its premiere; the featured soloist was Spiro Patanikolatos. Mr. Patanikolatos, making his debut with the Atlantic Chamber Orchestra, is a virtuoso on his instrument: a 10-car train. All Mr. Patanikolatos, a Long Island Rail Road engineer, had to do for this performance was essentially get his rig to the gig by the finale of the piece -- driving his train past a large outdoor festival tent next to the train tracks.

Of course, synchronizing two General Motors diesel locomotives (3,000 horsepower each) to a conductor's baton is easier said than done. The festival, in its eighth season, has always been held under a tent in a horse field, which is centrally located in the Hamptons but is also next to the L.I.R.R.'s Montauk line. The

westbound 8:05 p.m. train out of Bridgehampton and its 20-second-long roar have become something of a festival tradition, one that soloists like the flutist James Galway and the clarinetist Richard Stoltzman have tried to somehow "play around" by adjusting their phrasing, said Eleanor Leonard, founder and president of the festival.

The idea of formalizing the pairing of chamber orchestra and diesel train was conceived last fall by Dan Rattiner, publisher of Dan's Papers, the Hamptons weekly newspaper. Mr. Rattiner, who is also a festival board member, said that at last summer's music festival, he heard the train rumbling by during the opening allegro passages of Beethoven's "Prometheus" Overture. "The conductor and audience acted as if it didn't exist, but I couldn't," he recalled. "So I thought, What if you could incorporate the train into the composition the way Tchaikovsky did with cannons in his '1812 Overture?'"

As a result of Mr. Rattiner's brainstorm, the festival held a nationwide contest for young composers to write a piece. Each of

the 60 entrants was sent a recording of the train. "Train and Tower for Chamber Orchestra and Tape," a seven-minute concerto for locomotive and orchestra, was the winner. Mark Petering, a 29-year-old studying at the University of Minnesota, was the composer. Railroad officials agreed to send a train with no passengers to perform. Tonight Mr. Petering stood in the middle aisle with an official from the L.I.R.R., Sam Zambuto, who spoke via walkie-talkie to the train crew, which was standing by at the Bridgehampton station. Nearby, two brakemen smoked cigarettes in the dark, looking nervously down the track and at their watches. Lukas Foss, the festival director, conducted the piece, which began with the upper strings weaving a soft contrapuntal melody over a repetitive rhythmic figure. As the music accelerated, the cellos began moaning like forlorn train whistles.

After a pastoral interlude suggestive of a train gliding across bucolic countryside, the piece reverted to its chugging pace and Mr. Zambuto took his walkie-talkie and

cued the train by saying, "Go." The diesels were off, and as the piece churned to its climax, they and the timpani ushered in a track-clattering triple-forte crescendo. The audience of several hundred watched the train go past and cheered. Mr. Patanikolatos sounded its long, loud whistle, and the featured instrument of the evening disappeared down the track. A relieved Mr. Petering received hugs and flowers, and Mr. Zambuto was also mobbed with congratulations, his smile disappearing briefly when someone shouted, "Encore."

LOUISIANA STEAM TRAIN ASSOCIATION

In November 2003, the Louisiana Purchase Bicentennial Train will begin its 36-day tour around the state. The newly restored Southern Pacific #745, a 1921, New Orleans built steam engine, will pull a four car multi-sensory exhibit featuring various exciting aspects of the Louisiana Purchase. Designed to appeal to students of all ages, the Presentation will be both educational and entertaining. Current plans include approximately twenty-five stops in a loop around the state, beginning in front of Jackson Square in New Orleans

where the Louisiana territory was transferred to the United States in 1803.

In addition to the exhibit cars, the Bicentennial train will have a gift shop and a patisserie. Reflecting the rich cultural diversity present throughout Louisiana, local celebrations will be encouraged at each stop, featuring food and music representative of the area. For information: The Louisiana Steam Train Association, 727 Washington Avenue, New Orleans, LA 70130, (504) 897-2464, email: info@lasta.org, web: www.lasta.org.

HELP FOR POPLAR BLUFF DEPOT NEEDED

(*Poplar Bluff, Missouri*) - The old Poplar Bluff railroad depot could be undergoing a major renovation soon to restore it to its original condition. The local architecture firm of Dille and Traxel, LLC has donated its services to the restoration of the old Union Pacific/Missouri Pacific Depot. The Committee to Save and Restore the Poplar Bluff Historic Train Depot is waiting to see if an application for a grant to begin restoration will be approved, possibly next month. The first step in restoring the

historic building will be to replace the roof.

Dennis Glaze, chairman of the Committee to Save and Restore the Depot, said the depot could be used as a transportation hub for the city. A section of it already serves as an Amtrak waiting area. Glaze said the committee would like to see Greyhound have a pickup point there, along with taxicabs and even the city transit service as well. At one point in Poplar Bluff's history, the depot was the entry into Poplar Bluff for many people. They got off the train, went through the depot, and up the historic steps to Main Street. With the demise of rail passenger service, the building of interstates and the increase in air travel, the depot eventually fell into disuse.

The committee would welcome donations of any size, and will accept donations in memory of residents who have died. Donations are tax deductible and may be sent to Glaze at 241 Midnight Road, Poplar Bluff, Mo. 63901. (*Daily American Republic*, Poplar Bluff, Missouri, September 15, 2003 by Linda Redeffer).

AMTRAK NEWS

SPECIAL EXTENSION OF HEARTLAND FLYER

October 11, 2003 the annual Oklahoma vs. Texas college football game and other associated activities will be held in Dallas. The state of Oklahoma has requested that Amtrak extend the Heartland Flyer (trains 821-822) to Dallas on Friday, October 10 and Sunday, October 12 in an effort to allow folks to travel on Amtrak to and from the festivities. A special round-trip fare of \$54 applies from all points along the Heartland Flyer route to Dallas. Local travel between Fort Worth and Dal is not permitted on the extended trains so that space will be made available for passengers from Oklahoma. (*Source: Amtrak*)

AIRLINE PASSENGER STATS

So far this year, though August, airline passenger boardings and number of flights continued to fall. There were 3,472,313 scheduled domestic flights in 2003 so far, down 7.5 from last year. There were 346,527,000 enplanements, down 3.4 percent; Revenue Passenger Miles were down 2.3 percent to 400,622,702,000; Available Seat Miles were down 3.9 percent to 533,876,874,000. I looked at the history of airline boardings and came up with the following interesting fact: In 1951, airlines carried 22,711,000 passengers, about what Amtrak carries today in 2003.



EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

TENNESSEE – EXCURSIONS NATIONWIDE – Southern Appalachia Railway Museum, PO Box 5870, Knoxville TN 37928, runs rare-mileage train excursions nationwide and on a regular basis operates the Secret City Scenic Excursion between the former K-25 Manhattan Project facility plant to the community of Blair, Tennessee. You can contact them by calling 865-241-2140 or go their website at www.southernappalachia.railway.museum Membership is \$30 for the first year and \$20 a year thereafter.

ARKANSAS – JACKSONVILLE – CANCELLED - The Arkansas Valley Model Railroad Club’s Fifth Annual Show and Sale, which was scheduled for October 4 at the Jacksonville Community Center **HAS BEEN CANCELLED**.

ARKANSAS – CONWAY – The Central Arkansas Model Railroad Club meets monthly on the first Monday of the month, usually at the Faulkner County Library, 1900 Tyler St, in Conway, Arkansas in the large meeting room on the left side of the library. Time is 7:00 p.m. on those Mondays. Programs vary, but include videos, layouts, general train talk, seminars, etc.

TENNESSEE – MEMPHIS – November 8, 2003 - The Memphis Society of Model Railroaders is having a Model Railroad Show on November 8, 2003 at the Mid South Fairgrounds in Memphis. This event will be in the Shelby County Building, which is 37,000 square feet. We are looking to have participation from all the local clubs in the Memphis area. Modules and layouts of different gauges are expected from these groups. Since there is a large amount of room, we are also making inquiries to clubs in the surrounding region to see what their interest are.

We will also have vendors selling Model Railroad merchandise and tables with hobby information. If your members have interest in a table (s) let me know and I can get you information. Please contact me with your interests at Rick Sheehan 312 Amelia Cove Collierville TN 38017 Or rsheehan@bellsouth.net

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues). Send to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

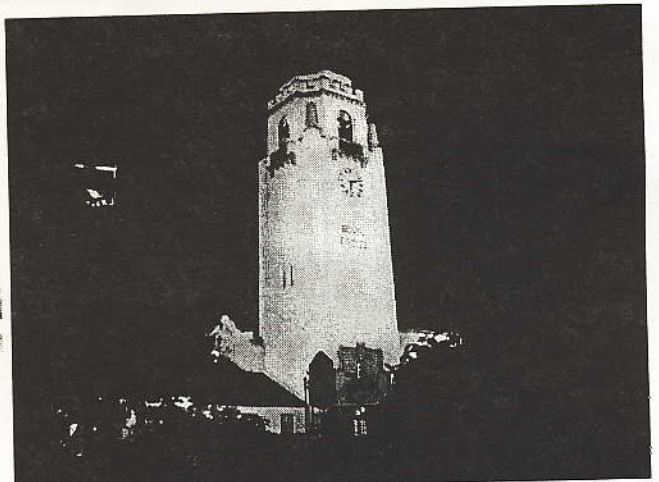
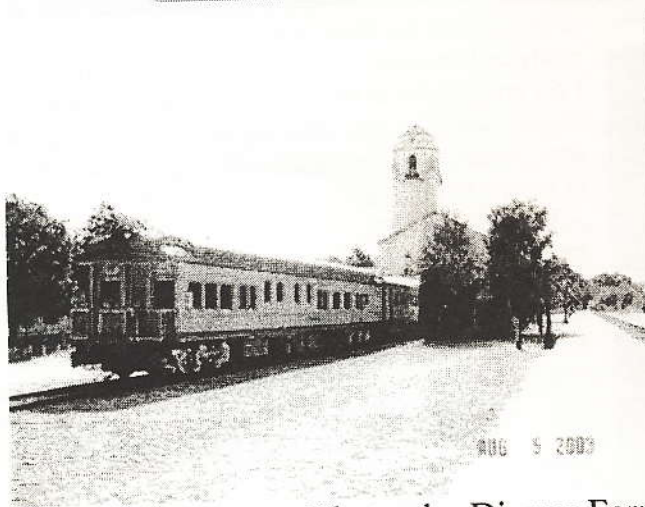
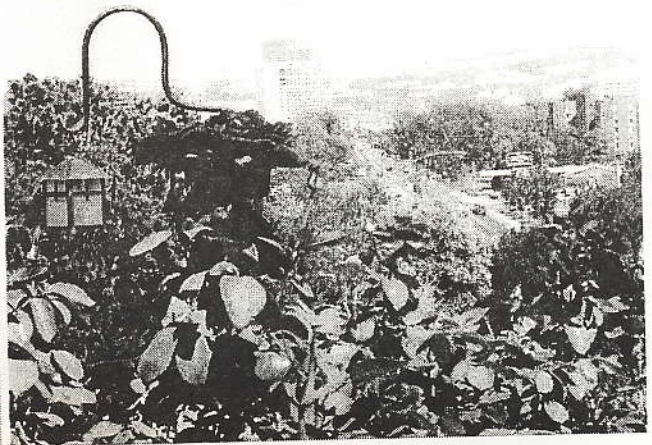
Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.



Wheeeee!!! It’s fun for me to drive down the right lane of Main Street northbound in North Little Rock on the newly laid streetcar tracks (it’s an official auto lane). If I get my car wheels just right and centered on the tracks, I can take my hands off the steering wheel for a short distance and the Escape follows the tracks. Kind of bumpy though. So ‘don’t do this at home.’

The new streetcar line should be operational by the fall of 2004. And I noticed that now they are laying tracks in front of the Peabody and Capital Hotels on Markham Street all the way to Broadway, which will greatly increase ridership, since most of the business visitors stay at these hotels. It’s going to be interesting the first weeks seeing cars dodging streetcars.

So far, the trackwork is ahead of schedule and below budget.



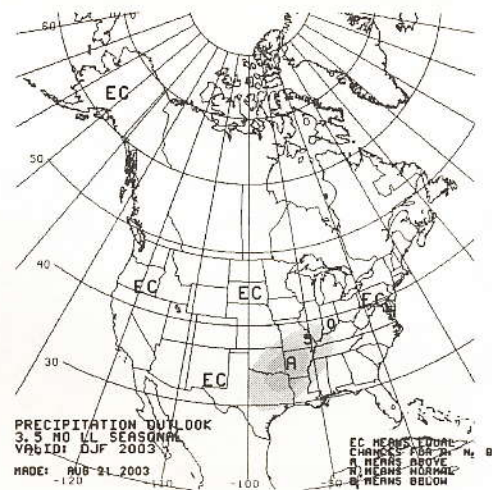
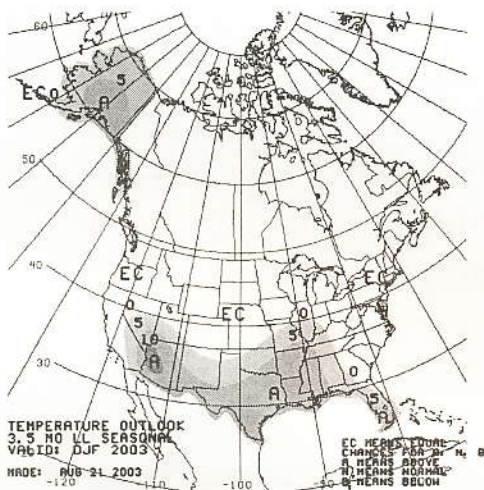
Photos by Dianne Fernstrom and Ken Ziegenbein

The photos on the previous page are of the **BOISE DEPOT** in Boise, Idaho in August 2003. The top one and the lower left were taken by Ken Ziegenbein (there were two UP business cars parked there on August 5). The other three were taken by Dianne Fernstrom, a tour guide who lives near Boise. Following is her history of this famous rail station, with Idaho Northern & Pacific now using the tracks (Amtrak ceased to serve Boise in 1997):

“Located on a hill overlooking Boise, the Depot was where many hellos and goodbyes took place and is an Idaho Historical Site. The present-day Depot's construction began on August 1, 1924 by the Cherdon Construction Company of Salt Lake City, Utah. It was built of concrete and stucco in the Spanish style. The interior is built with heavy timbers with Native American motifs and the floors are made of tile mosaics. When I went inside the Depot, I was reminded of that famous scene in the movie "The Untouchables" when Elliot Ness and his men were bringing Al Capone's accountant to safety. Except Boise's interior is a lot smaller than Chicago's Union Station.

In 1990, Morrison Knudsen bought the Depot from the Union Pacific Railroad and began to restore it for Amtrak Service in 1992. It opened for Amtrak in February 1993, but Amtrak service didn't last long in Boise because in August 1995, the City of Boise bought the Depot and took over it on January 24, 1996. On May 10, 1997, Amtrak service to Boise ceased to exist.

Now the Boise Depot is a museum for all to enjoy. Admission is free, but they ask for donations to keep the Depot open. It is open daily from 10-5, except holidays.”



WINTER OUTLOOK maps from the National Weather Service - the left one shows above normal temperatures for Arkansas while the right one shows above normal precipitation. These outlooks are put out months in advance and are for the December through February period 2003-2004. If close to accurate, that would mean more than normal snow and/or ice or cold rain for Arkansas.



ONE-STOP SERVICE STATION

by: Gene Hull

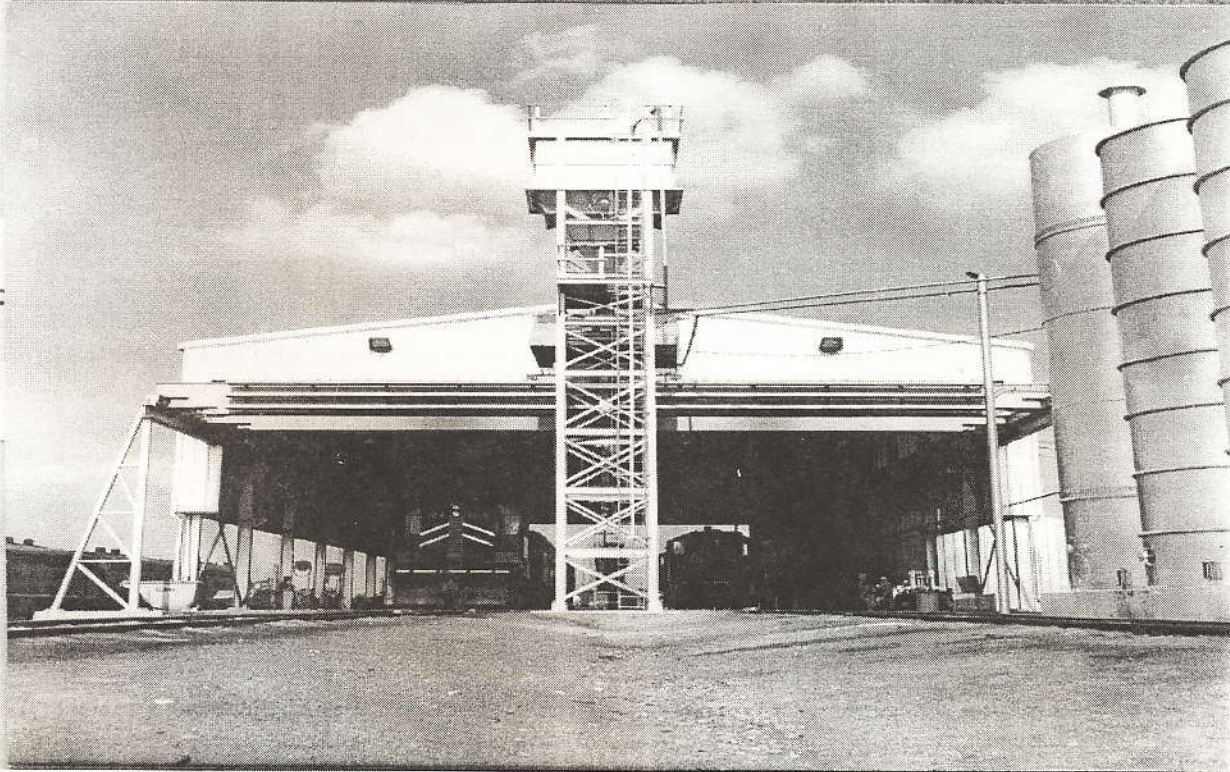
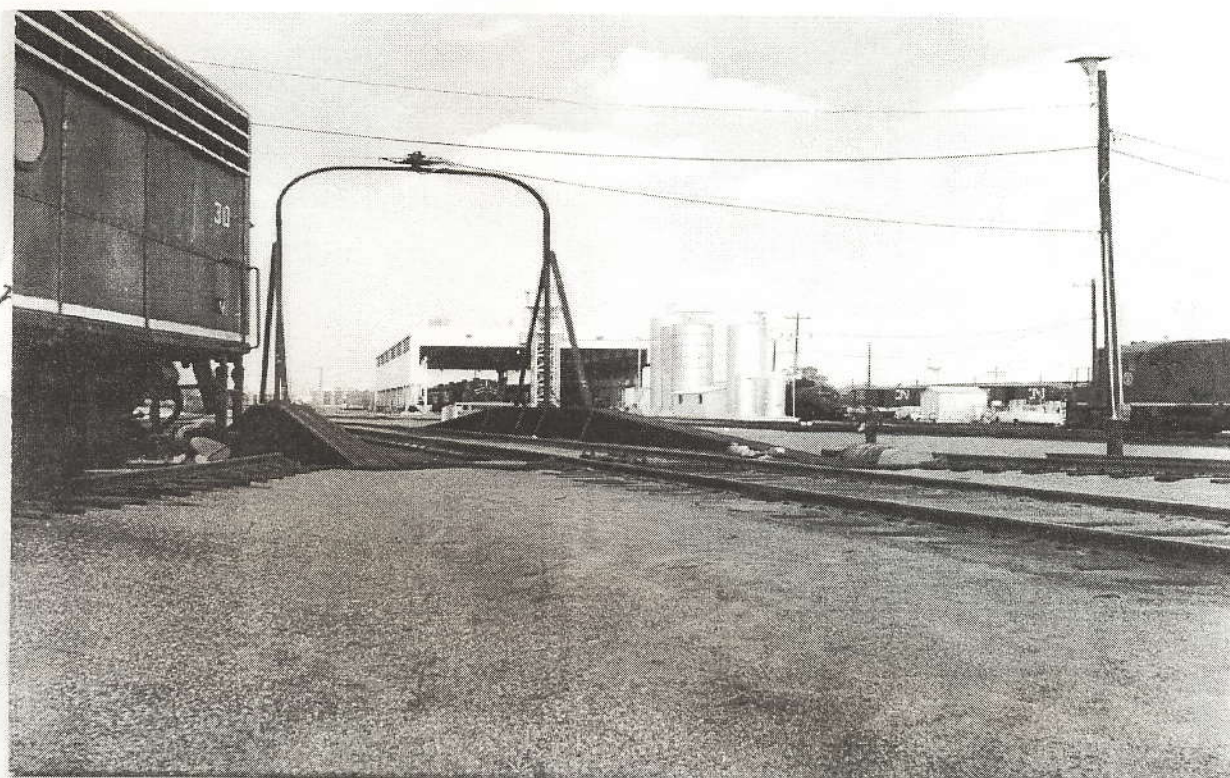
In September 1967 the Missouri Pacific had started work on a one-stop diesel locomotive service shop adjacent to the 300-acre automatic classification (hump) yard. It was to be a two-phase job to separate servicing and running repairs from the heavy repair work located four miles to the west.

The new facility would cut the handling time in half. Engines coming into North Little Rock would be assembled in a three-track storage yard and run through a high-pressure wash rack into a two-stall service shed. During a thorough inspection, they will receive fuel, water and lubricating oil.

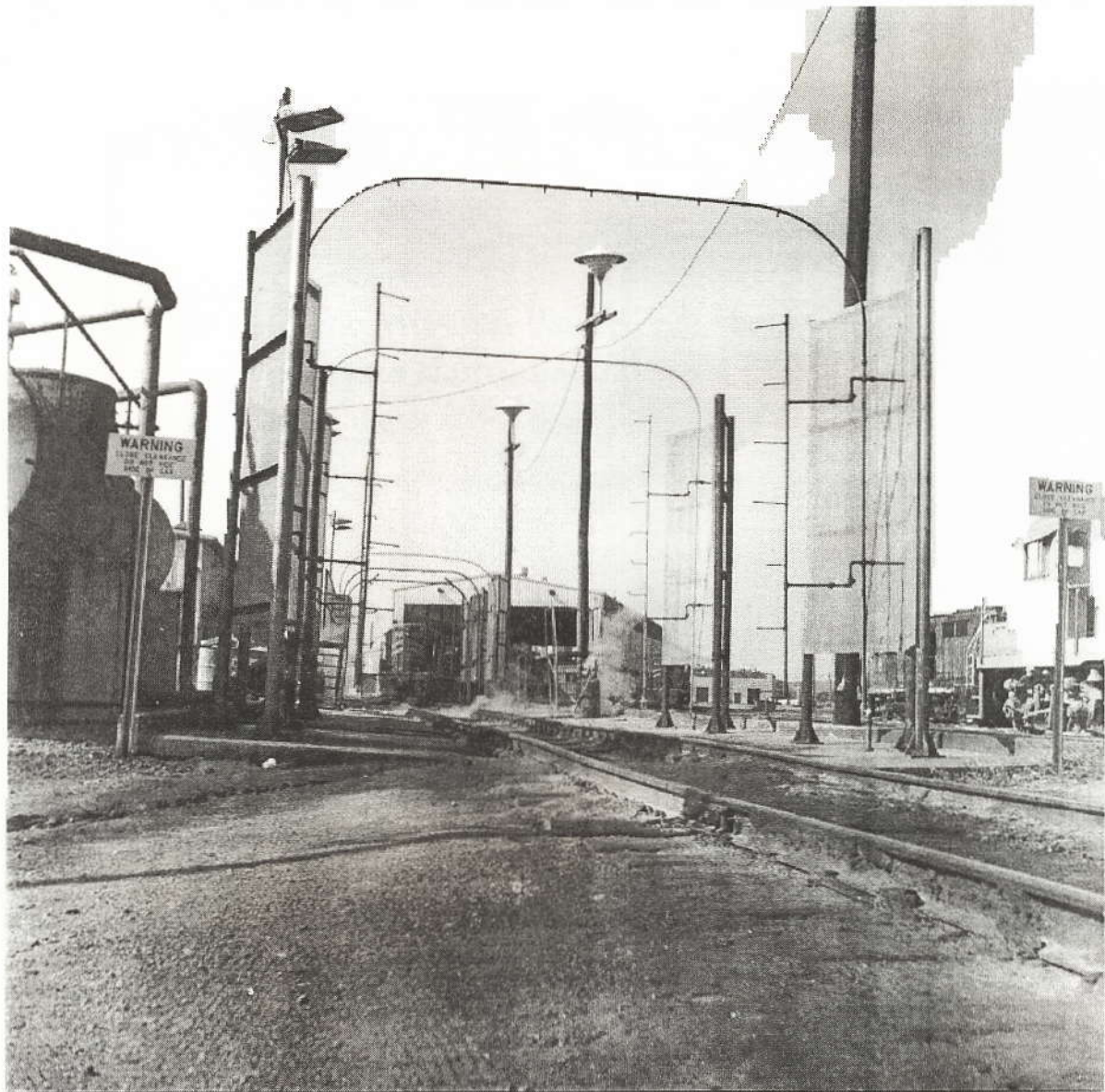
Locomotive sand boxes would be filled by a one-man sander consisting of a 300 cubic foot hopper on a traveling bridge crane, with the operator riding a platform under the hopper. The platform would rise and fall, removing the danger of the man being hurt climbing ladders and walking on top of engines.

This facility would greatly reduce the hazard of spotting each engine twice, once for sand and again for fuel. An adjacent building would include a storeroom, locker and toilet facilities, lunch room, office and laboratory.

Engines would move to an outside three-track storage yard, ready to be called. A turntable would be installed between the service building and the yard. This first phase would be completed late in 1967. ●



TOP - Turntable at the one-stop diesel service shop at North Little Rock Locust Street yard; June 1968. **BOTTOM** - The two-track diesel locomotive service shop near the North Little Rock "hump" yard for secondary repairs shown in June 1968. (Photos by Gene Hull)



Locomotive washer at Mo. Pac. One-stop diesel service shop in North Little Rock; Oct. 1972.
(Photo by Gene Hull)

GIVE THAT ENGINE A BATH

by: Gene Hull

Soon after 1962 there was a new five-stage spray system in use at the Missouri Pacific shops in North Little Rock. In less than three minutes it can wash grease, dust, mud and general road debris from a locomotive and have it ready for the next call to duty. A good bath protects an engine from the hazards of a fire.

The company designed the system to replace an antiquated, inefficient rotating brush method. This new facility was located where the brushes used to be in a prefabricated building. This structure was converted to house three 500-gallon mixing tanks and equipment for

pumping the cleansing solutions through the spray system.

A locomotive scheduled for cleaning enters the pre-wetting spray and, at a speed of one mile an hour, passes through four other spray stages. A final rinse with Arkansas River water removes all chemicals and any remaining dirt. Spray nozzles clean previously inaccessible areas missed by the brushes.

The system was equipped for night operations, with 10 overhead glass enclosed lights. During a 24-hour operation, an average of 110 engines could be cleaned.

TRAIN ORDER No

213

April 24 1938

To C & E

No 214

At

Shrewport

X

Opr

M

No 130 wait at Keithville until seven thirty 7:30 am for No 214

Repeated

1218a

M

Made

Complete 1218a

Time

M



UPPER LEFT – Fred Fillers and friends on a handcar at our September 6, 2003 outing at the Paperton Junction Southern Railway in Pine Bluff. **UPPER RIGHT** – Owner Peter Smykla, Jr on ALCO 303, the last RS-3 built (August 1956). **MIDDLE LEFT** – SLSF (Frisco) Coach 514, built by Barney & Smith in March 1883 as SLSF 661. **LOWER LEFT** – Members of the Arkansas Railroad Club and other invited guests enjoy sandwiches and soft drinks inside the facilities of the PJS. **LOWER RIGHT** – SSW Caboose 2325 was built in Pine Bluff in July 1920 and spent most of its years on the Paragould & Southeastern where it was used on the daily except Sunday mixed train between Paragould and Blytheville, Arkansas. No. 2323 was assigned to the grandfather of T.D. Davis, engineer of the Cotton Belt 819 steam trips in the 1980's, then later to Bill Church's father.



The company designed the engine to run on wood...
The engine was equipped to run on wood...
The engine was equipped to run on wood...