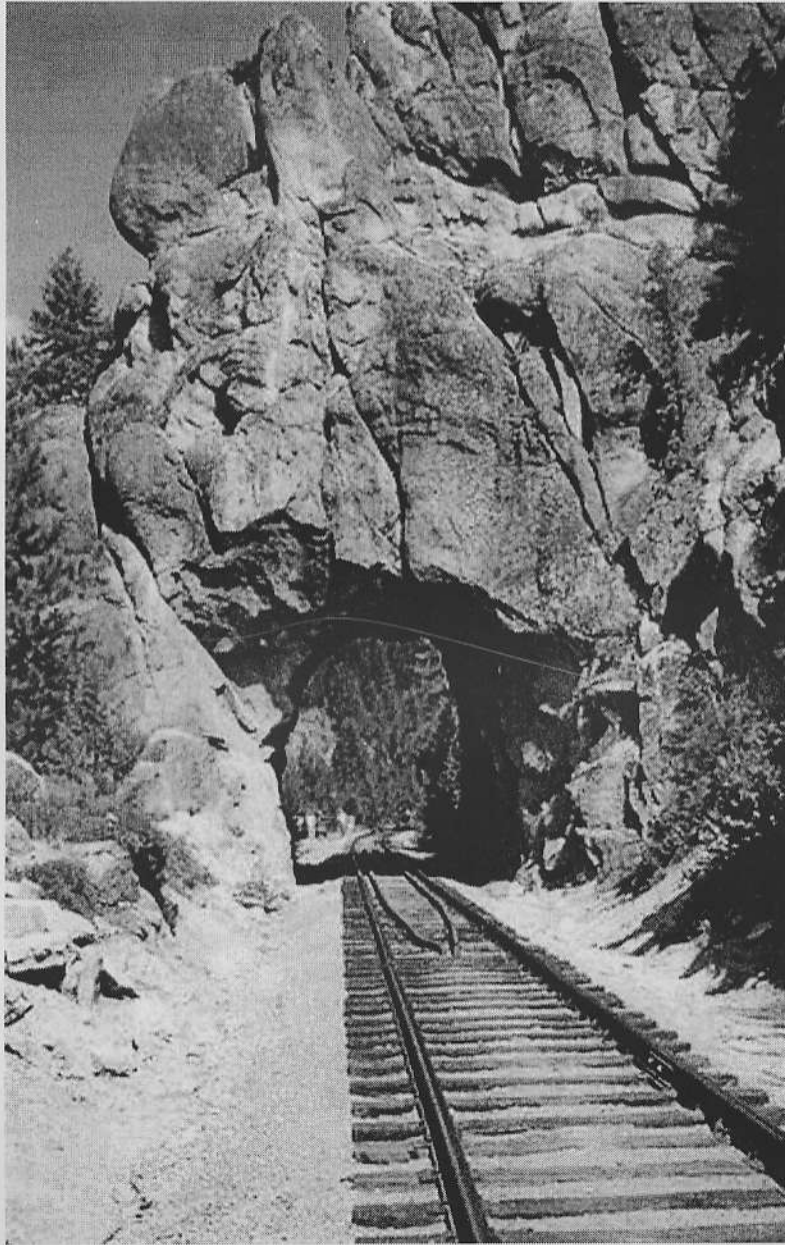


Little Rock Chapter
NRHS

ARKANSAS RAILROADER



VOLUME 34 NUMBER 9 SEPTEMBER 2003



SHORTEST RAILROAD TUNNEL in the U.S., perhaps the world, is this one on the Idaho Northern & Pacific Railroad, about 16 miles south of Cascade, Idaho at milepost 83.72. It is only 37 feet long. Taken during an August 8, 2003 rare-mileage excursion sponsored by the Southern Appalachia Railway Museum. (*Ken Ziegenbein photo*)



One of the runbys we had next to the Payette River just south of Cascade, Idaho on the special train August 8, 2003, plus another view of the short tunnel from the north side. (Ken Ziegenbein photos)

2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

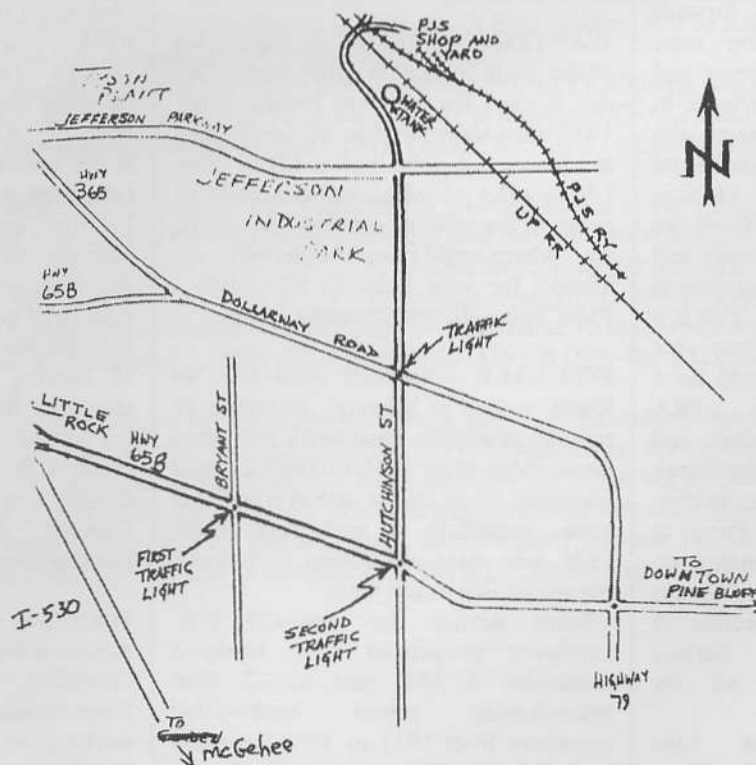
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BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com

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 September 'program' will be the annual outing held at Peter Smykla's Paperton Junction Southern in Pine Bluff. on **SATURDAY, SEPTEMBER 6TH** starting at 10:00 a.m. Note that there will be NO regular meeting on the second Sunday, September 14 since we have this outing. Here's the map to get there:



I hated to miss the August program, but I was in Idaho riding the rare-mileage passenger excursion on the Idaho Northern & Pacific sponsored by the Southern Appalachia Railway Museum (Bart Jennings). Russell Tedder said the program on backyard railroads was received enthusiastically. Some of the old timers got their heads together and said it was the first program on Garden Railways ever.

Future programs include: **October** - North Little Rock History Commission on railroad's in Arkansas; **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)

EMAIL UPDATES NEEDED – I have received 5 bounced emails this month. If you have changed your email during the past 2 months, please let me know so I can update the database. Thanks. trains@trainweather.com

WANTED : FOR SALE OR TRADE

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

FOR SALE/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/Suttrak 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

WANTED – Information on the Coy, Arkansas depot, such as photos, history, timetables, etc. Arkansas Historic Preservation Program personnel are working on trying to get this structure listed on the National Register of

Historic Places and would like all the information they can obtain. Contact them at: at 1500 Tower Building, 323 Center St., Little Rock, AR 72201, call the agency at (501) 324-9880 [TDD 501-324-9811], send e-mail to info@arkansaspreservation.org or visit

the AHPP's Internet web site at www.arkansaspreservation.org.

The AHPP is the Department of Arkansas Heritage agency responsible for identifying, evaluating, registering and preserving the state's cultural resources. Other agencies are the

Arkansas Arts Council, the Delta Cultural Center in Helena, the Old State House Museum, the Arkansas Natural Heritage Commission and the Historic Arkansas Museum.

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 – CSX - To abandon a 2.95-mile line of railroad, in CSXT's Western Region, Great Lakes Division, extending from milepost 00Q-219.55 to milepost 00Q-222.50, in Bloomington, Monroe County, IN. A final decision will be issued by October 17, 2003. (STB Docket No. AB-55 (Sub-No. 634X, decided July 14, served July 21, 2003)

WISCONSIN – SOO LINE RAILROAD CO. - To abandon approximately 7.5 miles of its line of railroad between milepost 18.43+/- (near Kansasville) and milepost 25.93+/- (in Burlington), in Racine County, WI. Effective on August 29, 2003. (STB Docket No. AB-57 (Sub-No. 53X, decided July 23, served July 30, 2003)

INDIANA – INDIANA RAIL ROAD COMPANY - To abandon a 0.97-mile line of railroad, known as the Bloomington Southern, extending from milepost B 1.71 south to milepost B 2.68 in Bloomington, IN, and to discontinue trackage rights over approximately 2.87 miles of a CSX Transportation, Inc. (CSXT) line in Bloomington, extending from CSXT milepost 219.0 to CSXT milepost 221.87, and over approximately 150 feet of CSXT's track no. 68 and approximately 285 feet of CSXT's track no. 21 in CSXT's McDoel Yard in Bloomington, in Monroe County, IN. A final decision will be issued by October 31, 2003. (STB Docket No. AB-295 (Sub-No. 5X, decided July 24, served August 1, 2003)

OHIO – CSX - To abandon an approximately 6.37-mile line of railroad, in CSXT's Midwest Region, Louisville Division, Lake Erie Subdivision, extending from milepost BQ-25.90, at Mt. Vernon, to milepost BQ-32.27, at Fredericktown, in Knox County, OH. A final decision will be issued by October 31, 2003. (STB Docket No. AB-55 (Sub-No. 638X, decided July 24, served August 1, 2003)

ILLINOIS – UNION PACIFIC - To abandon an 18.10-mile line of railroad, known as the Sparta Branch, extending from milepost 41.1 near Oakdale to the end of the track at milepost 23.0 near Hoyleton, in Washington County, IL. effective on September 2, 2003. (STB Docket No. AB-33 (Sub-No. 171X, decided July 24, served August 1, 2003)

MICHIGAN - CENTRAL MICHIGAN RAILWAY CO - To abandon an approximately 1.77-mile line of railroad, extending from milepost 2.83 at the western end of CMR's railroad bridge over Interstate 75 to milepost 4.60 in Saginaw County, MI. A final decision will be issued by November 3, 2003. (STB Docket No. AB-308 (Sub-No. 3X, decided July 23, served August 5, 2003)

IOWA - UNION PACIFIC - To abandon a 14.0-mile line of railroad, known as the Ankeny Subdivision, extending from milepost 10.7 near Ankeny to milepost 341.1 (Equation: 23.20 = 339.60) near Slater, in Polk and Story Counties, IA. Effective on September 4, 2003. (STB Docket No. AB-33 (Sub-No. 206X, decided July 29, served August 5, 2003)

ARIZONA - SWKR OPERATING CO - To abandon a 19.9-mile line of railroad extending from milepost 7.0 (formerly milepost 1040.15), near Curtis, to the end of the line at milepost 26.9 (formerly milepost 1055.8), near Charleston, in Cochise County, AZ. It includes the station of Fairbank at milepost 19.1. (STB Docket No. AB-441 (Sub-No. 3X, decided July 30, served August 6, 2003)

ARKANSAS RAIL NEWS

PRESCOTT DEPOT REDEDICATION

The Nevada County Depot and Museum held a grand opening and ribbon cutting on August 14, 2003 with Congressman Mike Ross as the keynote speaker. The museum had been in operation from 1976 until 2002, when it closed for renovation and restoration.

Curator Peggy Lloyd recounted the history of the depot for the crowd of more than 100 who turned out for the event. She told the crowd that the 1912 Missouri Pacific Railroad Depot served rail passengers at Prescott until the mid-1960s when passenger service stopped. The railroad sold the Depot to the City of Prescott in 1970 for one dollar.

In 1976 the Depot began to serve as a museum with John Teeter as curator. Mr. Teeter served as curator on a volunteer basis for 25 years until the museum closed in 2002 for renovation. In 1979 the Prescott Depot became one of the first abandoned depots placed on the National Register of Historic Places. In February 2000, the City of Prescott received a large grant through the Arkansas State Highway Commission as part of its Arkansas Transportation Enhancement Program. The grant provided for a large-scale renovation and restoration of the entire building. The museum was closed in late January 2002, while the work was done. Total cost of the renovation and restoration was \$233,771, with \$164,888 from the grant and \$66,883 from the City of Prescott. The exhibit hall at the Nevada County Depot and Museum is open from 9 a.m. until noon and 1 p.m. until 4 p.m. Monday, Tuesday, Friday and Saturday, from 1 p.m. until 8 p.m. on Thursday, and from 1 p.m. until 4 p.m. on Sunday.

It takes about \$40,000 per year to operate the museum, so the museum board of directors encourages everyone to consider becoming a member of the museum. Memberships costs as little \$10. For more information about The Nevada County Depot and Museum call 870-887-5821 or log on to www.depotmuseum.org.

GENERAL RAIL NEWS

TARANTULA RAILROAD GETS ENGINE 771

(Grapevine, Texas) - Former Southern Pacific steam engine No. 771 has been sold to the Tarantula railroad of Grapevine, Texas for \$10. This 90-year old locomotive has been sitting in a park in Victoria, Texas since 1957 but Victoria wanted to have the engine moved for a year due to its proximity to an 1800s graveyard. No. 771 is one of five remaining Japanese-designed Mikado engines left in the country. The Grapevine group plans to refurbish the engine for their excursion service. (Dallas Morning News, July 16, 2003 via Dan Barr)

1940S ERA LAWSUIT REINSTATED

A U.S. court has reinstated a lawsuit accusing the French state railroad of profiting in the 1940s from transporting about 70,000 Jews to Nazi concentration camps. This suit had been dismissed in 2001 because of a U.S. Foreign Sovereign Immunity Act of 1976. The suit says the railroad never compensated the victim's families. (Daily Court Review, June 20, 2003 via Dan Barr)

Can an atheist get insurance against acts of God?

UNION PACIFIC ORDERS 1,500 REFRIGERATED BOXCARS

These were ordered in August 2003 from Dallas-based Trinity Industries. The railroad had previously ordered 500 units, but now needs 1,500 of the "next generation" units, built by Trinity Rail, which will be used as part of Union Pacific's "Express Lane" perishables service. This service, which is operated jointly with CSX Transportation, provides guaranteed service from the Pacific Northwest and California to a number of cities in the Midwest and on the East Coast. Originally begun in April of 2000, this service has grown steadily with a number of new destinations added during the last two years. The new refrigerated units were developed jointly by Trinity Rail and Union Pacific. They hold up to 40% more product than a conventional refrigerated railcar and feature Carrier Ultima Premium refrigeration units. These units will provide safe and reliable shipment of temperature-sensitive and valuable food products for a variety of customers.

HIGH WINDS TOPPLE HISTORIC

RAILROAD BRIDGE

(Mount Jewett, PA) – On July 21, 2003, severe thunderstorms sweeping across Pennsylvania blew down a historic railroad bridge near the Allegheny National Forest in McKean County that was once the tallest and largest in the world. storms packing winds up to 80 mph caused part of the Kinzua Viaduct to collapse, sending most of it crashing into the gorge below. The bridge was built in 1882 and reconstructed in 1900. The bridge had been closed since last summer to train and pedestrians for they had feared just such a high wind event.

The span, made of iron in 1882 and rebuilt using steel in 1900, stretched almost a half-mile. At 301 feet in height, it stood almost as tall as the Statue of Liberty and remained the fourth tallest railroad bridge in the nation. The Kinzua Viaduct (1,552 tons of iron) was built in 94 days and when it was completed, some hailed it as the Eighth Wonder of the World. But since the last freight train crossed it in 1959, the bridge had fallen into disrepair. Cement casings around the original brick foundations were orange from rust; some scarred with cracks and gouges from age. Rust had eaten through cross members and

columns, sapping half of the strength from the bottom of the bridge and leaving piles of rust flakes a foot thick

on the ground. Heavy loads had bent some of the girders over the years. The Kinzua Viaduct was on the

National Register of Historic Civil Engineering Landmarks and National Register of Historic Places.

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.

PROPOSED STOPS FOR THE LOUISIANA PURCHASE BICENTENNIAL TRAIN

Leave New Orleans at Jackson Square 11/16/03	Schreiver 11/16-17 Thibodaux Houma	Morgan City 11/17-18	Baldwin 11/18-19
New Iberia 11/19-20	Crowley 11/20-21	Lake Charles 11/21-24	DeQuincy 11/24-25
DeRidder 11/25-26	Leesville 11/26-27	Many 11/27-28	Mansfield 11/28-29
Shreveport 11/29-12/3	Arcadia 12/3-4	Monroe 12/4-6	Tallulah 12/6-7
Delhi 12/7-8	Minden 12/9-10	Hodge 12/10-11	Winnfield 12/11-12
Pineville 12/12-14	Simmesport 12/14-15	Baton Rouge 12/15-17	Hammond 12/17-18
Jefferson 12/18-20	New Orleans 12/20-21		

#745's HISTORY - The engine is part of the history of New Orleans in many ways. It was built here in the Algiers' Southern Pacific yards in 1921, retired to Audubon park for static display in 1954, and moved in 1983 to its present rail siding. In 2000 LASTA began the restoration, which remains in progress with both volunteers and professionals providing the muscle and know-how to get the work done. It won't be long before #745 is steaming proudly along the tracks, pulling the Louisiana Purchase Bicentennial Train around the state and into the hearts of residents and visitors alike!

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

AMTRAK NEWS

HUTCHISON PLANS BILL TO SAVE AMTRAK



On July 30, 2003, U.S. Sen. Kay Bailey Hutchison, R-Texas, introduced legislation to save the nation's only coast-to-coast passenger rail service, Senate Bill S-1505.

"If you turn Amtrak over to the states, it's gone," Hutchison said in a statement. "Train tracks, just like our highways and airways, don't stop at the state line. As chairman of the Surface Transportation Subcommittee, I support a national rail

system and will introduce legislation this week to achieve that goal and transform America's passenger rail system."

Hutchison's plan would provide \$60 billion over six years, spokesman Kevin Schweers said. About \$12 billion -- or \$2 billion per year -- would be provided for operating costs, and \$48 billion in government bonds would be made available to upgrade the nation's clogged freight lines, which are often blamed for Amtrak's poor on-time performance.

Here's the full content of her speech when she introduced the bill on July 30:

"Mr. President, I support Amtrak and believe we can have a viable national passenger rail system. Unfortunately, we are far from realizing that goal. Outside the Northeast Corridor (NEC), trains seldom run on time, and service is abysmal. Lateness is often measured in days, not hours. Several years ago, when the airlines on-time rate fell below 75 percent it was considered a national emergency. At Amtrak, on-time records under 50 percent are business as usual. Rail critics point to low ridership as the reason why we starve the national system. I contend that starvation is the reason for low ridership.

In the Northeast, a passenger can board a train here at Union Station and reasonably expect to be in New York City, about 225 miles away, in less than three hours. If one of my constituents buy a ticket from Austin to Fort Worth, a trip thirty-eight miles shorter than DC to New York, the best he can expect is that it will take four and one-half hours. Of course, the Texas Eagle makes its schedule only 35 percent of the time, so my constituent will likely waste even more time on this short trip. An Austin businessman may prefer not to deal with airport hassles for such a short flight, and he may want to avoid the traffic on I-35, but the train is not a reasonable option if he has a meeting in fort worth at a time certain.

This inequity cannot continue. Either we commit to building a rail transportation alternative for the entire Nation, or we abandon the pretense of Amtrak and turn it over to the States and private companies. Our motto for Amtrak is "National or Nothing!"

Improving service on the national system will require creative thinking and innovative financing. We cannot continue to fund Amtrak just enough to keep it going until the next crisis. That is a road map for failure. Private investment, State participation, and the cooperation of the freight railroads are all essential to achieving service upgrades.

In Texas, most passenger trains are forced to operate at less than thirty miles per hour due to track conditions and freight operations. The national system needs at least \$38 billion in capital improvements to allow trains to meet a reasonable schedule. Safety improvements alone will cost \$13.8 billion. The Northeast Corridor needs roughly \$10 billion to avoid an increased risk of accidents and a systemwide slowdown. Postponing these upgrades and repairs will only make them more expensive.

In the 1950s, President Eisenhower convinced the Nation to pay for the construction of the National Highway System. Fiscal realities have changed since then, and we must find a way to creatively finance the rail infrastructure needs of the nation without draining resources from alternative modes of transportation and other federal priorities. Municipal bonding and private investment are necessary components of any plan to restore and improve rail infrastructure.

Making this investment will not only improve passenger service, but also upgrade freight operations throughout the country. Outside the NEC, freight and passenger trains must run on the same tracks. In exchange for an investment in upgrading those tracks, the freight must agree to allow Amtrak to meet its schedule. I realize the critical role played by freight railroads in the American economy, and I know this industry has seen better days. That is why I urge them to work with us to achieve a mutually beneficial agreement. If we cooperate, freight railroads will enjoy capital improvements they could not otherwise hope to afford, as we secure the future of passenger rail in this country. It can be a win-win situation.

I was deeply disappointed to see Amtrak's proposed 5-year capital plan call for \$9.1 billion in Federal funding, with more than \$8 billion spent in the Northeast Corridor. The national system must receive more than the crumbs left over after the needs of the NEC have been met.

We will never have a better opportunity to accomplish this goal than right now. That is why I am introducing legislation along with Senators Lott, Burns, Snowe, and Smith to begin to bring the national system up to Northeast Corridor standards. My bill will strengthen the Federal role by creating a National Passenger Rail Office at DOT, responsible for coordinating with States and the railroads to assure the national system receive the improvements necessary to operate an effective inter-city passenger rail system. The legislation authorizes \$12 billion for Amtrak in operating assistance. Amtrak will be required to bring the national system up to an 80 percent on-time arrival rate. Once a route has enjoyed reasonable on-time performance, it can be fairly evaluated from a cost-benefit perspective.

80 percent is a modest goal, but it is not going to be easy to attain. If Amtrak is unable to meet performance requirements on a route, that route should be opened for bidding by other operators.

If we fail to enact real change in this reauthorization bill, we may run out of chances to obtain the elusive intermodal transportation system we profess to seek. We must decide whether we want to create a viable national system, or settle for a single rail corridor providing ever-deteriorating service to only one sector of the country. I will not support any proposal that does not put the national system on par with the Northeast Corridor. Today marks a new beginning, or the beginning of the end. It's national or nothing.”

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 – Saturday, October 4, 2003 – The Arkansas Valley Model Railroad Club’s Fifth Annual Show and Sale at the Jacksonville Community Center starting at 9:30 a.m. Rental tables are \$12 each. For table rental information, write to: Arkansas Valley Model Railroad Club, PO Box 471, North Little Rock AR 72115, 501-454-7119, arkansasvalleylines@yahoo.com

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.

John A. Miller

July 30, 2003

Mr. Ken Ziegenbein

N. Little Rock Arkansas

Dear Ken,

I just received August 2003 Arkansas Railroaders and want to make a few connections and answer your inquiry regarding short lines being returned to Class 1's.

Case in point, the Union Pacific several years ago (in the late 80's or early 90's) leased on both their St Joseph to Mangaville, Kansas branch to a group which formed the Northeast Kansas and Missouri Railroad which was a distance of 113 miles from St Joseph, Mo to Mangaville, Kansas. This line crossed the MOPAC at Hiawatha, Kansas on the Falls City Subdivision that runs from Kansas City to Omaha. After the merger coal traffic halted and the Union Pacific was looking for ways to ease traffic congestion on their main line from Kansas City to Mangaville and on to Gibson, Neb which by the way comes through Topeka. With the merger of the Southern Pacific traffic also increased on the Golden State Route (former Rock Island) also coming through Topeka. This double track line has between 80 to 100 trains per day. The rebuilding of the old Kansas and Pacific line from Topeka to Denver also caused increases in traffic from Kansas City to Topeka. So to help relieve traffic through Topeka the Union Pacific in the late 1990's-----re-purchased or cancelled the lease of the Northeast Kansas and Missouri Railroad on the portion from Mangaville to Hiawatha. They completely rebuilt this seventy (70) mile portion of the railroad with new ties and welded rail. Gate protection was put in on many major highway and street crossings as well. Currently as many as 10 to 20 empty coal trains per day are using this route to return empty coal trains to Wyoming. Both loaded and empty coal trains are now using the also rebuilt Kansas and Pacific line from Denver to Topeka. New and longer sidings as well as CTC [stands] have also been added on this line.

Now to the connections. The hotel identified on page one (1) as the Capitol Hotel is incorrect. The Capitol Hotel is on west Markham and is still in use. It is much more ornate than the building shown, which is the old Hoffman Hotel which was located on Victory Street just across from Union Station. The street car shown is a No. 7 one block south to Garland Street, turned west and proceeded west to Victory St. It will continue south on Victory St up to Capitol Avenue where it will join the combined No. 6 Park Line, which is double tracked and continue to 13th and Woodrow (my stop). Here it will turn south-----and continue to the end of the line at Asher Avenue and Lewis Street. Parts of the line are single track with short passing tracks after you leave 13th and Woodrow. The No. 6 Park Line was double track to the end of the line at Travelex Field. A loop and storage track are also located here.

Page (2) the car in the top picture (No. 3 15th St) is not on 15th Street. It is facing east on Markham Street at the corner of Barton Street, just across the street on the north are the grounds of the Arkansas School for the Blind and Deaf. The two story residence on the left side at the back of the picture is at Markham and Dennison Street and I believe is still standing.

It was at this very location in 1946 when I saw a fellow trying to pass a street car who hit a car parked between the curb and the tracks. He was drunk as a "hoot owl" and made a remark to the police, "that SOB pulled right out in front of me and I could not stop in time."

The sign on front of the street car really dates this picture, as well as the car parked back up the street. The Little Rock Travelers before the ball park was built in Fair Park played their games at Kavanaugh Field. Kavanaugh Field was located where the stadium behind Little Rock Central High which used to be called Tiger Stadium and renamed Quigly Stadium is now located at 14th & Jones Street. It was opened in 1936 and built by the WPA. Until it was built both football and baseball were played at Kavanaugh Field, by the Little Rock High School Tigers and the Little Rock Travelers (Southern Association-Class A later AA) This was even before Benny Craig did play-by-play of out-of-town games via Western Union telegraph, sponsored by Colonial Bread.

The No. 3 15th Street line was abandoned years before the 1947 ending of all street car service in Little Rock. A person could ride No. 3 to 16th & Park or a No. 6 Fair Park or No. 7 South Highland car and get off at 13th & Jones and get to Kavanaugh Field.

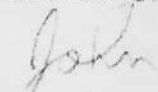
After No. 3 was discontinued the No. 8 Pulaski Heights line and the South Main line were one in the same. After the South Main line was discontinued south of 9th Street, the Pulaski Heights car No. 8 originated on 9th street between Main and Louisiana Street.

Both pictures on page (2) were made in the late 20's to early 30's. The bottom picture in my opinion was made near the end of the line of the No. 8 Pulaski Heights route. It appears to me to be on Kavanaugh Blvd near what was once called Forest Park and later on White City. An amusement park and swimming pool was located in this area across the street from where Brownings Mexican Restaurant is now located. This portion of the line was single track with short passing tracks until double track was reached near Kavanaugh and Crestwood Drive.

I am looking forward to riding the new Little Rock Street Car Line in the future. The new cars look to be near replicas of the eight (8) 400 numbered cars built in 1924 by American Car Co of St Louis. I only wish they could locate and restore one of those old single trucked 300 class Birney cars that used to run on the No. 6 Fair Park and No. 7 South Highland routes. We "kids" used to get on the rear end of the car and jumb up and down and see if we could "bounce them off the track". The motormen would then proceed to throw all of us off and then we'd try to yank the slack out of the trolley poll rope which would cause the trolley to jump the wire at the next bump in the track, which were frequent.

One more bit of trivia about Little Rock street cars. At 13th & Woodrow where the two lines split was a switch of course. When a car came within sight of the switch and could tell which direction it was lined he could re-alien the switch by using this procedure. He would set his air (only slightly) and open the throttle only one notch also until he passed a splice in the overhead wire. This would cause the switch to move to the other position. There were incidents however which could result in minor accidents. Example: A double trucked Fair Park wants to proceed west and a single truck Birney is following too close. Before the rear trucks of the double truck car passes over the switch, the single truck Birney---activates the switch. I did see this happen and the front trucks of the first car are headed toward Fair Park (west) and the rear ones are headed toward South Highland (south). What a sight, I'll never forget it.

Sincerely,


John A. Mills

ARKANSAS RAILROADER – September 2003



Combs, Arkansas was named in honor of Capt. H. Combs, postmaster and former owner of the village site. The train is on the Black Mountain & Eastern Railroad (Frisco branch) in 1924. (Gene Hull collection)

BLACK MOUNTAIN & EASTERN AN ARKANSAS MOUNTAIN RAILROAD

by: Gene Hull

In the early 1900s, the Ozark "Mountains" of Madison and Franklin counties were heavily forested with virgin hardwood timber. To convert the timber into an economic enterprise sawmills were a necessity. Several such mills had sprung up in the early 1880s, when the Frisco was laying rails southward from Pierce City, Missouri through Arkansas to Fort Smith.

There was an urgent need for white oak crossties. For easy access to the forest a route was chosen up the winding valley of White River east from Fayetteville in Washington County. Mills were established, and to bring millions of fresh crossties out of the forest, a line of rails soon was winding its way up the beautiful river valley. The Fayetteville & Little Rock Railroad had a charter to build from Fayetteville, through St. Paul, to the river boat town of Lewisville, 150 miles southeast on the Arkansas River near present Morrilton. (The rails actually reached 14 miles east of St. Paul to Pettigrew).

Soon there was a steady stream of crossties riding the F&LR. New mills were built,

people came by the many hundreds and new towns grew - Elkins, Durham, Crosses, Delaney, Combs, Brashears, Dutton and Pettigrew. In addition to railroad crossties there soon were bridge timbers, lumber for constructions and wagon parts. Hugh F. McDaniell and his brothers, J. S. McDaniell, had several mills devouring white oak logs. Other mills were owned by folks whose names were familiar three-quarters of a century later - Phipps, Barron, McCoy, Kendrick and Brashears. The McDaniell brothers shipped \$2 million worth of white oak railroad crossties over the Fayetteville & Little Rock Railroad in 1887. They were consumed by the Frisco building south toward Ft. Smith.

Another favored product of the times was corn in its liquid form. This business required white oak barrels for shipment and mills soon were supplying barrel staves by the thousands.

The largest lumber mill in northwest Arkansas was Phipps Lumber Company, which was cutting timber from many thousands of acres in Franklin and Madison Counties. The land in Franklin County was very rugged and getting logs to the mills was extremely difficult. Mules and oxen snaking logs from the forest developed legs longer on one side than on the other due to the steep terrain. Jesse Phipps and brother J. H. Phipps decided they would build themselves a railroad. Beginning with a connection with the Fayetteville & Little Rock at Combs the rails would reach about 20 miles south to the present tiny community of Cass (located on State Highway No. 23, the "Pig Trail" between Ozark and Fayetteville).

In January 1915 a charter was secured from the state for the Black Mountain & Eastern Railroad with \$250,000 of capital stock. It was formed by the efforts of Ed E. Jeter of Combs, Jesse Phipps of St. Paul and J. H. Phipps, J. M. Williams and W. J. Reynolds of Fayetteville.

Construction materials - rails, fishplates and fastenings - were supplied by the Frisco (which, undoubtedly, was financing the F&LR). Civil engineer H. B. Shreve began the survey line at Combs and followed the upward-sloping valley of Mill Creek south and slightly westward. This distance of about eight miles had an average grade of only 1.10 percent to The Summit, the highest point.

Following generally the contour of the land around the west and south sides of Black Mountain there was a very easy grade for about six miles. Abruptly there was three-quarters of a mile of eight percent grade.

It is unknown why the alignment was not adjusted to lessen this excessive grade. Running generally eastward and slightly northward, the line ended at the tiny settlement of Cass beside Mulberry River, about eight and one-half miles from The Summit.

Engineer Shreve also was in charge of construction. There were several deep gulches in the steep mountainsides because of erosion. Being perpendicular to the railroad they had

to be spanned by several wood trestles. They were of the timber-bent type and up to 125 feet high. The bents were formed on the ground, then lifted to vertical position and secured.

Circling around the old Black Mountain required almost 17 miles of track to reach Cass, which was only eight and one-half miles from Combs "as the crow flies."

About two and one-half miles out of Cass was the eight percent grade on the east slope of Black Mountain. It soon was discovered that the little locomotive (a 4-4-0 furnished by the Frisco) was unable to lift loaded log cars up the mountain.

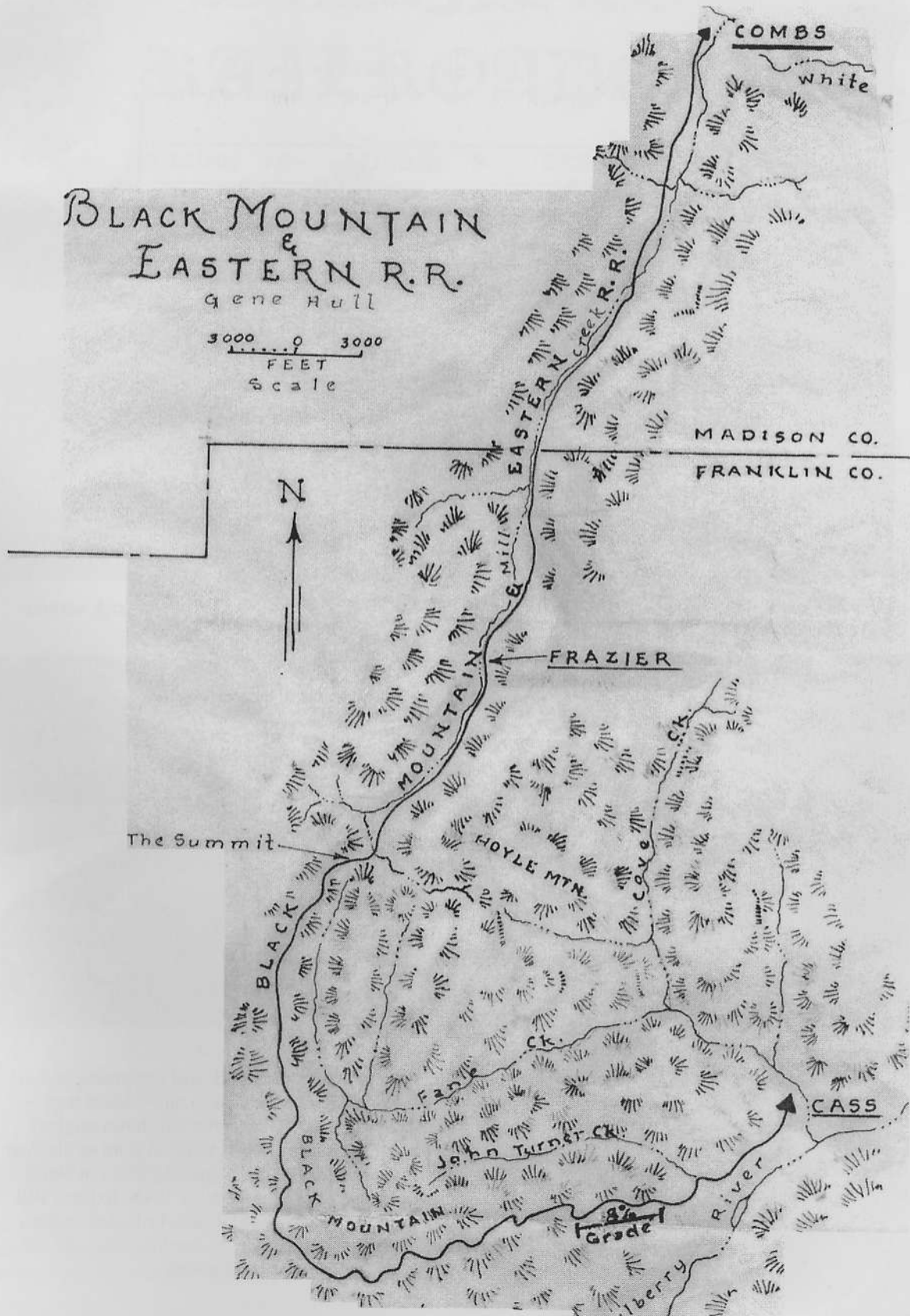
What an embarrassing predicament!

It finally was necessary to snake one loaded car at a time with ox teams to the top of the grade to assemble a train and proceed to the mill at Combs. In spite of this, the railroad hauled a huge amount of timber to the mill. Since it cost only \$40,000 to build the road, it was a profitable operation.

It was on 13 May 1916 that application was made to the secretary of state to change the name from Black Mountain & Eastern to Combs, Cass & Eastern. During its short life it was an important feeder line for the Fayetteville & Little Rock. The CC&E was abandoned about 1924.



This scene was at Cass, Arkansas about 1916. Note the homemade motor car on the Black Mountain & Eastern line. (Gene Hull collection)





UPY939 ex up977 GP50 with mother unit UP1461 GP40-2. Photo at North Little Rock service track 8-10-03 (*John C Jones photo*)



North Little Rock Streetcar track work was continuing on schedule. The two top photos were taken on 7th Street and Maple Street August 17, 2003, while the left shows original streetcar rail being removed on Main Street in front of the Post Office on July 31. Apparently, most streetcar tracks in North Little Rock were simply paved over in the 1940s so there still are miles under the pavement. Work had to be halted on the new system for 4 days for historians to catalog where the old rail was before any more could be removed.