



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

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On Saturday, September 18, 2004, the Arkansas Railroad Club took a trip to Memphis to ride their trolley system most of the day. Here's our group in front of the Main Street Trolley Barn. The man at the far right is the trolley barn's foreman, Warren Henderson. Everyone had a good time. *(John C. Jones photo)*



Missouri Pacific Box-Caboose No. 1014 on the Doniphan, Kensett & Searcy Ry.

M.P. 1014 is shown at Searcy, Arkansas, on August 7, 1948. Box-Caboose 1000-1015 were built at the Missouri Pacific's Sedalia, Missouri, shops in 1942. In addition to the crew and a few passengers, they were designed to carry LCL freight which otherwise might have been delayed by wartime restrictions on box car usage. The DK&S apparently continued to carry passengers twice "daily except Sunday" until the early 1960's, when it was using a similar steel "Baggage-Coach Caboose with Bay-Windows" (M.P. 1159-1167), also built at Sedalia in 1942. It later used several other MP cabooses of various styles.

The DK&S "operated for freight service only" until 1917 when it purchased a coach from the Missouri & North Arkansas, as indicated by research by John Baskin Harper and Bill Pollard. Specifications for DK&S Coach No. 1 were very similar to those for Pennsylvania Railroad Class PD cars. DK&S 1 probably had been M&NA 105 and formerly may have been PRR 309, which Tim Kubat found listed in an M&NA Conductor's 1911 wheel reports. The DK&S also had a baggage car, No. 101.

The two cars were listed in *Official Railway Equipment Register* entries as late as June 1932, after the DK&S had been purchased by the MP. That entry also indicated one locomotive, no freight cars and one "Motor Bus". The bus had been listed since at least November 1927. A November 1929 *Official Guide* entry showed six daily Searcy-Kensett round trips by bus and one (except Sunday) by train. In July 1934, the DK&S *ORER* entry still indicated "Freight cars owned: None" but had no information about locomotives or other equipment. It was grouped with entries for other Missouri Pacific subsidiaries. By this time, or soon afterward, the DK&S probably operated with MP equipment.

Jim Wakefield
(Photograph from R. H. Carlson.)

THE EARLY TEXAS EAGLE OF SEPTEMBER 23, 2004

By: Ken Ziegenbein

On Thursday, September 23, 2004, Amtrak's *Texas Eagle*, No. 21, ran consistently early or close to on-time at every station between Little Rock, Arkansas and Austin, Texas. I was on board the sleeping car 'Colorado' and decided to write a trip report. Amtrak No. 21 was running with this good timekeeping for several days before and after September 23 as well. Also included in this web report are a few freights passing the Austin Amtrak station on Monday, September 27.

The Texas Eagle, Amtrak 21, arrived at Little Rock at 435 a.m., 5 minutes late. On the other hand, the northbound Eagle that night, No. 22, arrived about 10 minutes later - it was 4 and a half hours late. Passengers for both 21 and 22 were in the Amtrak station (Union Station) in Little Rock and crews for both trains were there as well, making it a rather bustling place in those wee hours. The conductors had to explain to those waiting for the late northbound No. 22 that the train arriving at 435 was not their train and that they should remain in the station.

As No.21 was speeding southward out of Little Rock, we passed No. 22 in southwest Little Rock. We arrived at Malvern and Arkadelphia about 5 minutes late, and Texarkana about 7 minutes late. It was announced at Texarkana that smokers could de-train and have a short smoking break. Other cities that had announced smoking breaks were Longview, Dallas, Fort Worth and Temple.

Between Texarkana and Marshall, there's about an hour or so padding in the schedule for the southbound No. 21 due to Amtrak running south against the northbound Union Pacific freight traffic. Today, this paid off with what I think was excellent dispatching. We held for two freights on a siding somewhere between Texarkana and Marshall, then a few minutes later we again held for two freights. However, this waiting for freights put us into Marshall only 5 minutes late, so the padded schedule 'paid off,' so to speak. The dispatcher knew exactly how many he could move past us in that hour's time.

The conductor that got on in Little Rock was excellent in announcing why we were stopped and apologized every time we let a freight pass. He said 'sorry for the inconvenience' and did so every time we stopped for anything other than scheduled station stops. Cudos to whoever this was as it was appreciated by all.

We left Marshall 5 minutes late, then the timekeeping got precise. We arrived in Longview at exactly 10:20 a.m. to the second according to my WWV-time-signaled watch. I hadn't seen a to-the-second arrival since old Santa Fe days on the Texas Chief.

Arrival at Mineola was also to the minute at 11:10 a.m. Arrival at Dallas was 34 minutes early at 12:46 p.m., which gave us almost an hour ground time. Here are some photos I took while in Dallas. I also wrote down No. 21's consist in Dallas: Locomotive 60, baggage 1241, transition sleeper 39014, diner 38060, sightseer lounge 33002, coach 31502, coach 34092, coach 34084, sleeper 32074-Colorado (my car - more on this car later).





The scenes above were all taken in Dallas at Dallas Union Station. The RDC's belong to the Trinity Railway Express operation between Dallas and Fort Worth. Most of their equipment is different from these.

We left Dallas on the dot at 1:40 p.m. on UP tracks to Fort Worth. We sped through Arlington and other places, arriving in Fort Worth at 2:40 p.m., 35 minutes early (scheduled arrival was 3:15 p.m.). This gave us ground time in Fort Worth of 1 hour and 20 minutes. I've never been on board the Eagle when it was this smooth backing into Fort Worth. There was not a freight to be seen around the Tower 55 area. We glided around the curve to the south, and even before stopping, he blew the 3 whistles for backing. We immediately started backing into the Fort Worth station as soon as we had stopped.

Northbound No. 22 arrived in Fort Worth while we were at the station, and you can see the activity between the two trains while we were there in one of the photos below. There was some passenger confusion here about which train to get on, since No. 22 comes in engine first and No. 21 backs in. There was one family who was going to Chicago who got on our Austin-bound train thinking it was heading for Chicago. Fortunately, the conductor caught them just after they had gotten on board.

The conductor had announced that we should go over to the Rail Marketplace and see some of their shops and restaurants while we were in Fort Worth. Well, a group of us did and found an empty shell where all those businesses were once located. It was closed entirely (I thought there were supposed to be a few things left). All they have now is a farmers market on some days. This complex used to be the Santa Fe District offices. A big disappointment. Here are some Fort Worth photos:



At the Fort

Worth station, looking north toward the city, about 3 p.m.



Our train

pointing south. The old Amtrak/Santa Fe passenger station in Fort Worth is just to the right of the Superliner.



The

northbound Texas Eagle, left, arrived while we were at the station.



Good crowds were boarding both trains between 3:30 and 4:00 p.m. Almost looks like a 1950s scene except for the Superliners.



These top two photos show the old Santa Fe passenger station in Fort Worth. I remember in the 1950s and 60s boarding Santa Fe's Texas Chief here and walking down the stairs under the tracks to meet Santa Fe trains 15 or 16. Also the photo immediately above shows the track where Santa Fe once had a sleeper/pullman for overnight occupancy that tied onto the northbound Texas Chief the next day. I always wanted to be on that car, but never did.

They announced at Fort Worth that there would only be one seating for dinner out of Fort Worth, that being at 4:30 p.m. She said the reason there would be only one seating was that arrival into Austin was expected to be on time. (Does this mean that if the train were an hour late into Fort Worth, they'd have two seatings?)

Anyway, we left Fort Worth at 4:00 p.m., on time. We arrived in Cleburne at 4:45 p.m. (3 minutes late), McGregor at 5:59 p.m. (9 minutes late - there were slow orders on the BNSF), Temple at 6:28 p.m. (5 minutes early), Taylor at 7:29 p.m. (3 minutes late) and Austin at 8:07 p.m. (13 minutes EARLY). It was great seeing us run this way for a change.

At times, especially in the MoPac Expressway median into Austin, we were going fast enough to be passing most cars and trucks. About my ride on the last car on the train, sleeper Colorado: since this car was on the rear of the train, the ride was a little rougher than it would have been had the car been in the middle of the consist.



photo was taken in Temple, Texas during our stop.

The top

Our train arrived in Austin at 8:07 p.m., 13 minutes early. I got a rental car in Austin, but had to take a \$30 taxi ride to the Austin Airport to pick it up. The pits. I then drove to New Ulm, Texas, about 2 hours away. My father was to have a pacemaker installed the next day.

All in all, it was a great trip. The diner was good as usual (our waiter had a French accent so that 'biscuit' sounded like 'briscuit') but service was great.



Number 22 arrived at 10:29 a.m. in Austin, on time, for my return trip to Little Rock, Monday, September 27, 2004.

Ken Ziegenbein

2004 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)

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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

BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net

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>

NEXT PROGRAM/MEETING of the Arkansas Railroad Club will be on **Sunday, November 14, 2004 at 2 p.m.** at our usual meeting site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be given by DAVID HOGE, who will have a presentation of his many excellent railroad photos, including some of UP Challenger 3985 on its trip here this year.

Our annual Christmas Party's date has yet to be determined at press time, but it will be held at Pulaski Heights Presbyterian Church. The food will be catered from Franke's Cafeteria, like last year. The party will be held on a Saturday, either December 4, 11 or 18th. We should know by the November 14 meeting.

2005 OFFICERS/BOARD NOMINATED AT OCTOBER MEETING – Basically, it was decided to nominate the same officers as in 2004 (see box above). The new board member nominated to serve through 2009 is Douglas Harley taking the place of outgoing board member Stanley Wozencraft. These will be voted on at the November 14 meeting.

JIM JOHNSON RETIRED – Jim Johnson, one-time Public Relations head for the Southern Pacific Railroad, has retired from another job he got after SP did away with its public relations department many years ago. He also was very active in Operation Lifesaver, the crossing safety organization. He still sends in occasional stories for the *Railroader*. I remember him for his activities regarding Cotton Belt 819.

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 - KCS SOUTHERN BELLE BOOK – This book, by Thad Carter, is supposed to be published by the end of October 2004. It is about the Southern Belle of the KCS and will have color pictures and text, according to ARC member Phil Moseley. The cost of the book is \$19.95 plus \$4.50 shipping. Missouri residents need to add \$1.44 for sales tax. It is available from the author, Thad Carter, PO Box 519, Marionville, IL 65705. Brad Carter's email: thadcarter@prodigy.net. Thanks for Phil Moseley, who said it's supposed to be a good book.

WANTED – Help with the following book – How valuable is it? I can find no other copies. The book is a leather-bound copy called "History of the Illinois Central Railroad Company," published in 1900. It's not in perfect shape, but has the history of the Illinois Central from about 1849 to 1900, including personnel who worked for the line and their biographies during that time frame. If you can help me with this, call me at 479-524-8440 (Sandi Bertaux). My email: sandicreek2002@yahoo.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.

WEST VIRGINIA – CSX – To abandon a 10.02-mile line of railroad in its Southern Region, Huntington Division, Buffalo Subdivision, extending from milepost CLU 6.3 at Franco to the end of the line at milepost CLU 16.32 near Saunders, in Logan County, WV. Effective on October 20, 2004. ([STB Docket No. AB-55 (Sub-No. 607X, decided September 10, served September 20, 2004)

WASHINGTON DC – CSX - To discontinue service over an approximately 6.0-mile rail line of the Northern Region, Baltimore Division, Capital Subdivision, between Shepherd Junction, milepost BAZ 0.02, and the end of track, milepost BAZ 6.0, in Washington, DC. Effective on October 20, 2004. ([STB Docket No. AB-55 (Sub-No. 654X, decided September 10, served September 20, 2004)

KENTUCKY – R. J. CORMAN EQUIPMENT COMPANY, LLC/R. J. CORMAN RAILROAD

COMPAN/BARDSTOWN LINE – R.J. Corman Equipment Company, LLC (RJCE) and (2) R.J. Corman Railroad Company/Bardstown Line (RJCR) jointly filed with the Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903.11 RCJE seeks to abandon and RJCR seeks to discontinue service on, a line of railroad known as the Dawkins Line, extending from milepost 0.05 at Dawkins, KY, to the end of the track at milepost 36.13 near Evanston, KY, a distance of approximately 36.08 miles in Johnson, Magoffin and Breathitt Counties, KY. The line includes the stations of Paintsville, Ivyton, Royalton, Magoffin and Skyline. A final decision will be issued by December 23, 2004. (STB Docket No. AB-876X and AB-875X, decided September 21, served September 27, 2004)

KANSAS – BNSF - To abandon a 25.57-mile line of railroad between BNSF milepost 0.00 near Neva and milepost 25.45 near Lost Springs, in Chase, Morris, Marion and Dickinson Counties, KS. Effective on October 29, 2004. (STB Docket No. AB-6 (Sub-No. 425X, decided September 21, served September 29, 2004)

TEXAS – BNSF - To abandon 20.89 miles of rail line between BNSF milepost 66.95 in Bay City and milepost 54.00 near Cane Junction and between milepost 0.00 near Cane Junction and milepost 7.94 near Newgulf, in Matagorda and Wharton Counties, TX. Effective on October 29, 2004. (STB Docket No. AB-6 (Sub-No. 426X, decided September 22, served September 29, 2004)

KANSAS – UNION PACIFIC - To abandon a line of railroad known as the St. Joseph Industrial Lead, extending from milepost 2.52 near Elwood to milepost 33.60 near Robinson, a distance of 30.98 miles in Brown and Doniphan Counties, KS (13.9 = 14.0). A final decision will be issued by December 30, 2004. (STB Docket No. AB-33 (Sub-No. 220X, decided September 24, served October 1, 2004)

ARKANSAS RAIL NEWS

RIVER RAIL TROLLEY SET TO OPEN

(North Little Rock/Little Rock) – As of this printing, the official opening date of the River Rail Trolley system will be November 1, although this could change. John C Jones said at our October meeting that it may actually start operating earlier if tests and certification go ok, but it's assumed the official dedication will be November 1.

BROKEN RAIL CAUSED COAL TRAIN WRECK

(Palarm, Arkansas) - A broken steel rail is to blame for the train derailment Sept. 16 of a southbound loaded Union Pacific coal train near Palarm. The derailment caused more than 1,000 tons of coal to spill across Highway 365 when 13 cars, each carrying 100 tons of coal, tipped over and 22 cars derailed. This is a spot where the highway is VERY close to UP's tracks (if you parked on the shoulder of the road between the highway and tracks, your car tires would be on the ballast). According to the Federal Railroad Administration, there were 798 train derailments in 2003. About 9 percent of those derailments occurred due to a broken rail.

GENERAL RAIL NEWS

PORSCHE POACHED PITIFULLY

(Ventura, California) - A car-carrier loaded with vintage Porsches was struck by a Union Pacific freight train September 12 after becoming stranded on railroad tracks near Ventura, California. The Porsches were totaled. The Porsche-hauling trailer was split in half. The lead UP locomotive derailed also. *(Thanks to Dan Barr, Jr.)*

UP HURRICANE RELIEF TRAINS

(Florida) – Union Pacific ran two dedicated hurricane relief trains from Houston to Florida in mid-September after Hurricane Frances devastated parts of eastern Florida. One train was 20 cars,

the other 24 cars. The UP trains connected with CSX in New Orleans and Memphis. Most of the cars contained diesel fuel oil or gasoline. This fuel was used for emergency generators.

UNION PACIFIC ORDERS 315 LOCOMOTIVES

Union Pacific Corp. ordered 315 locomotives from General Electric Co. and General Motors Corp. to meet pollutant-emissions standards that take effect Jan. 1, 2005. Delivery of the locomotives will begin next year, said Mark Davis, a spokesman for U.P. He wouldn't say how many are being purchased from each maker or provide

the value of the order. Union Pacific, which also is adding equipment to help reduce delays, said the new locomotives meet U.S. "Tier 2" pollutant standards and provide the same horsepower as current models while cutting emissions as much as 40 percent.

The railroad, which has 7,861 locomotives now, said it began testing the new models more than a year ago. U.S. railroads signed an agreement with the Environmental Protection Agency during the 1990s to reduce emissions by at least 40 percent on locomotives delivered after Jan. 1, 2005, Davis said.

On September 27, 1825, Britain's first steam-powered public passenger train service began, running between Stockton and Darlington.

TWEETSIE GHOST TRAIN FESTIVAL

(Blowing Rock, North Carolina) - The bewitching hour is upon Tweetsie Railroad during October where ghouls and haunts come out to play at the popular Ghost Train Halloween Festival. This spooktacular event, now in its 14th season, has become the number one Halloween celebration in the High Country of North Carolina. The Ghost Train Halloween Festival will wrap up Tweetsie Railroad's 47th season.

Once again, engineer Casey Bones, will be calling all Trick-or-Treaters to take a ride on the Ghost Train with his ghostly crew. Visitors of all ages will experience Halloween fun while encountering scary characters and exploring frighteningly fun attractions.

While guests will be visiting trick-or-treat stations located throughout the park, they will not want to miss a visit to Mournful Mountain. On the mountain top setting, visitors can explore the 3-D Halloween maze and ride on the Tweetsie Twister. Adventurous guests can ascend Mournful Mountain on a chair lift ride through the night-but a bus is also available for scaredy cats.

The Ghost Train will run every Friday and Saturday night from October 1st through the 30th. The "bewitching hour" begins at 7:30 p.m. when gates open to brave guests. Admission is \$20 for adults and children. Kids age 2 and under are admitted free. Tickets are now available for the Ghost Train Halloween Festival. Due to the popularity of this annual event, advance tickets are required and many nights become sold out.

October is a busy time in the High Country, as the colors of the fall foliage in the Blue Ridge Mountains are at their peak. Visitors are encouraged to make their lodging reservations early. Tweetsie Railroad is located in the Blue Ridge Mountains on US Highway 321 between Blowing Rock and Boone, North Carolina. For more information and Ghost Train Halloween Festival ticket purchases, call the toll-free direct

ticket order line at 1-877-TWEETSIE or visit www.tweetsie.com.

REMOVE HAZ PLACARDS FROM RAILCARS?

Citing concerns about terrorism, the U.S. Department of Homeland Security wants to remove hazardous materials placards from railcars. The diamond-shaped signs use colors and numbers to indicate whether the contents of a railcar are flammable, explosive or poisonous. The symbols help first responders instantly to assess the danger at an accident scene.

"In hazmat technician training, learning to identify the placards is the very first lesson," said Mike Satterfield, director of emergency management for Hall County, Georgia. "We even buy binoculars and telescopes specifically to help us identify these signs at a distance." But Homeland Security, which recently took over regulation of hazardous material transport from the U.S. Department of Transportation, argues that terrorists could use those same signs to identify vulnerable railcars and attack them.

The department has not proposed removing the placards from trucks, which transport the vast majority of the 3.1 billion tons of hazardous materials shipped annually in the United States. Emergency managers are puzzled by this apparent inconsistency.

Bert Langley, emergency response program manager for the Georgia Environmental Protection Division, said the placards have saved lives. "I don't think the incremental gain in security (from removing them) would justify messing with a system that we all know works," he said. Homeland Security, which accepted public comments on the proposal until Oct. 18, has suggested that the placards are unnecessary on railcars because emergency workers can contact the railroad to find out what's in the containers.

"Yeah, theoretically that's the case," Langley said. "In reality, nobody does that. There's a problem with getting the information in a timely manner. During a disaster, communications are often down." Satterfield said any delay presents a safety risk. "Time is of the

essence," he said. "Even when we know what's in the cars, it takes time to get the hazmat team to the scene and get them into their suits. If you don't find out what's in the car for 30 minutes, it could be all over." Railroads are required to keep a list of precisely what's in each car. But the system doesn't work if emergency crews can't tell which car is which. "Sometimes when there's a bad derailment, the cars are so jumbled up that you can't describe to the railroad representative on the phone what number the car was, and you have to wait until they get to the scene," said Satterfield.

McCLOUD RAILWAY'S LAST STEAM RUN

October 10 and 17, 2004 were supposedly the last days of steam on the McCloud Railway in northern California. McCloud Railway Company has their one active steam locomotive (#18) up for sale with an asking price of \$500,000. Two railroads, Ohio Central and Canyon City & Royal Gorge, are expressing a lot of interest in purchasing the locomotive.

Regardless of whether the locomotive sells or not, the employees are being told that the runs scheduled for October 10th and 17th, which are both all day Fall Foliage trips from McCloud to Burney and return, will be the last use of steam on the McCloud unless someone steps forward quickly to purchase the entire railroad intact. The rest of the railroad is also for sale, and many associated with the railroad are seeing signs that the company may be shut down and liquidated if no buyer is found soon. Sierra Pacific ships 25 cars a week on the line but is threatening to ship by truck due to poor service.

For information on the trips, check out the Shasta Sunset Dinner Train website at: <http://www.shastasunset.com>. McCloud Railway handles the freight business and Shasta Sunset Dinner and Excursion Trains provides passenger services. (Mailing address: P.O. Box 1199 / 328 Main Street McCloud, California 96057, 1-800-733-2141)

GEORGETOWN LOOP NEWS

(Silver Plume, Colorado) – Sunday, October 3, 2004, was the last run of

steam engine No. 40 on the Georgetown Loop. The Greksa and Ashby families, who have been running this operation for 31 years, could not agree with the Colorado Historical Society on terms to continue the operation. Tears flowed as more than 500 fans rallied at the depot for the last run by the operators who have run the trains here for 31 years. The departure of Lindsey and Rosa Ashby, their daughter, Leah Greksa, and her husband, Mark, was a reason for many to cry. However, the historical society has tapped a New York train operator, Railstar Corp., to run the loop railroad next year. Society president Georgianna Contiguglia said there is no question the railroad will run with steam-powered engines. The operation had 131,000 visitors this past summer.

KCS CLOSER TO GETTING MEXICAN RR

Mexican regulators have approved Kansas City Southern's bid to buy the country's largest railroad company, TFM. The decision clears the way for Kansas City Southern to buy all of Transportacion Ferroviaria Mexicana from Mexican transport company Grupo TMM. The railroad carries 40 percent of Mexico's rail freight. Kansas City Southern plans to create a unified company called Nafta Rail.

DURANGO & SILVERTON SELLING SOME ROLLING STOCK

(Durango, Colorado) - The Durango & Silverton Narrow Gauge Railroad has sold about 15 pieces of rolling stock to other railroads, railroad museums and railroad equipment collectors and is

supposed to have 15 more pieces for sale. Prices have ranged from \$3,000 to \$11,000. Box cars, flat cars and side-dump gondola cars have been sold.

FRISCO LINE BEING SALVAGED

(Augusta, Kansas) – The old Frisco (St. Louis-San Francisco) Railroad line extending 10.62 miles east from the Butler-Sedgwick county line to Ohio Street in Augusta, Kansas, is being salvaged by L. B. Foster for \$369,804. The county obtained control of the railroad line in December of 2001 from the Burlington Northern Santa Fe Railroad. At the request of the city of Augusta, railroad tracks will be left in place in front of the old depot between School and State streets in Augusta. Also, Foster will be donating 1,000 feet of rail line of its choosing, along with a couple of switches, to the Beaumont Water Tower Association for use in a static railroad display.

RECONSTRUCTION UNDERWAY TO RESTORE IRAQI RAILROADS

Railroad construction in Iraq was started in the late 1800s by imperialist Germany. After the British invasion in the early 1900s, they proceeded to engineer and begin construction of a railroad patterned after their narrow-gauge system. When Iraq became independent, it enlisted construction help from Russia, Korea, Brazil and others. This diversity of construction created a mix of railroad standards on tracks running from Turkey to Basrah. In some cases, to get a shipment from one point in Iraq to another you would have to unload and reload a shipment because

the railroad cars traveled on different track sizes.

Today, the Ministry of Transportation considers standardizing, reviving and modernizing the railroad a vital recovery link for Iraq. Rails now run from Mosul in the north to Basra in the south, nearly 1,263 miles. Restoration by the Ministry of Transportation and multinational agencies is now underway, starting with the three main railroad stations at Mosul, Baghdad and Basra. Restoration efforts at another 28 of nearly 130 small stations in cities across Iraq will begin in November.

An anti-aircraft gun on the roof of the Baghdad station made the depot a target during the 2003 ousting of the former regime. A complete modernization of the main terminal is underway and is expected to take about six months to complete. Rehabbing of the stations will cost more than \$55 million. Back in the system's glory days, the state-run railway employed around 9,000 people, including 500 at the Baghdad station. More than 500 of those have returned, and more are expected as the restoration continues, according to a recent Baghdad newspaper account.

The first post-Saddam Hussein train in Iraq ran between the southern seaport of Um Qasr and Basra. It was not long before the railroad workers got other trains moving throughout the country. But bridges are still out and roadbeds need repaired before rail traffic can make the complete north-to-south run. Today officials estimate the railroad is running at about 10 percent of its former capacity. *(Via the Internet)*

AMTRAK NEWS

PRISON TIME FOR TRUCKER

(Bourbonnais, Illinois) – The driver of a truck hauling steel that Amtrak's *City of New Orleans* hit at a grade crossing in Bourbonnais in 1999, killing 11 people, has been sent to prison for two years on September 28, 2004. Convicted of violating the state's maximum drive time and of failing to fill in log books of his driving history, John Stokes faced up to three years in prison. But with good behavior, he could be out by October 2005. But once he's out, he can never again hold a commercial driver's license.

VOLUNTEER STATION HOSTS WANTED

Amtrak's Texas Eagle is now looking for Station Host Volunteers. Station Hosts complement the jobs of station agents and caretakers. They don't handle baggage, clean station facilities or do other physical tasks. They do help station visitors feel comfortable by providing helpful local information before passengers board or after passengers detrain the Texas Eagle.

At stations throughout Amtrak's America, station host volunteers have proven to be an invaluable resource. While the program begins in Dallas and Fort Worth, our goal is to expand it to stations along the segment of the Texas Eagle route between Poplar Bluff, MO and San Antonio, TX. If you're interested in becoming a station host volunteer, go to www.texaseagle.com, and click on the link "Volunteer Station Agent" to fill out the form. *(Via Daryl Stout)*

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

CONWAY, ARKANSAS – FIRST MONDAY OF EACH MONTH -CENTRAL ARKANSAS MODEL RAILROAD CLUB meets from 7 to 9 p.m. at the Faulkner County Museum, Court Square, Conway. They usually have updates on the museum project, model train videos, maybe an actual module. Any railroad enthusiast is invited.

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.

The 2005 NRHS National Convention will be held in Portland, Oregon July 5-9, 2004 and promises to have several steam excursions and other trips. SP 4449 and SP&S 700 are two of the steam locomotives that they are planning to use. I'll put in Pacific Northwest Chapter's entire sheet explaining other events in a future newsletter. In the meantime, pre-registration is currently underway, which is only \$10 (non-refundable). Just send the form below to: **Go By Train 2005, PO Box 6212, Aloha OR 97007-0212**. Their website: www.nrhs2005.com.

<p style="text-align: center; margin: 0;"><small>ALOHA, OR 97007-0212</small></p> <p>Name: _____</p> <p>Address: _____</p> <p>City, State, Zip: _____ Country: _____</p> <p>Phone: Day: _____ Evening: _____</p> <p>E-Mail Address: _____</p> <p>NRHS Member Number: _____</p> <p>Payment Method: <input type="checkbox"/> \$10 check payable to: <i>Go By Train 2005</i> <small>07</small> <input type="checkbox"/> Charge the \$10 fee to my Visa / Mastercard</p> <p>Name on Credit Card: _____</p> <p>Credit Card #: _____ Exp. Date: _____</p> <p>Signature: _____ <small>(Required for Credit Card Payment)</small></p> <p>Office Use: ID# _____ PR# _____ CCA# _____</p>	<p>Additional Registrants Living at the same address:</p> <p>1 _____</p> <p>2 _____</p> <p>3 _____</p> <p>4 _____</p> <p>5 _____</p> <p><input type="checkbox"/> I do not wish to preregister, but instead mail me the registration package when it is available. For this option:</p> <ul style="list-style-type: none"> • Registration packages will be sent no less than 15 days after being mailed to preregistrants • Ticket orders will not be filled until 30 days after preregistrant mailing. <p>Full registration fee will be required with order.</p>
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Here are two photos of the club's September 18, 2004 trip to Memphis to ride their entire trolley system. The top photo was taken by Douglas Harley, the bottom one by John C. Jones.