



ARKANSAS RAILROADER



VOLUME 37 NUMBER 11 NOVEMBER 2006



UNUSUAL TRAIN passing Union Station in Little Rock on September 24, 2006 - It's a windmill train carrying blades and units for those power-generating windmills being put up in the Midwest and off shore. *(Joe Roddy photos)*

2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com
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HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
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BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com
BOARD '10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)

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 \$22 a year more, bringing the total to \$42 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 regularly scheduled monthly meeting of the Arkansas Railroad Club (*we now have a meeting EVERY month*) will be held **SUNDAY, NOVEMBER 12, 2006, 2 PM** at our **NEW MEETING PLACE - Curtis H. Stout, Inc. off Cantrell in Little Rock**, in the same complex that has Cajun's Wharf (*see maps on the next two pages*).

Our November program will be given by Brenda Brown, Arkansas & Missouri Railroad's Passenger Train Operations Manager. She will talk about A&M operations and is looking into a possible Spring 2007 freight train photo op.

FUTURE PROGRAMS: December 9, a Saturday, will be our annual **Christmas Party**, this year back at the Adult Leisure Center, 6401 W 12th St, in Little Rock, from 5-7 p.m. Cost will be \$15. Let Treasurer Walter Walker (address above) know if you'll be attending and pay him the \$15 in advance if you can.

DEADLINE FOR DECEMBER RAILROADER is our meeting date, November 12. Mailing date for this issue expected to be October 16. It has taken 7-14 days to get delivered in recent months, even across town here in North Little Rock. That's why I have such a long lead time to get it to the printer and get it mailed. Printing takes one week. I mailed the November issue on October 23. Even mailed at this early date, you may not always receive it in time for the meeting due to the sometimes-slow Non-Profit Mailing delivery.

I also send out email notices of upcoming meetings 2 or 3 days ahead, and if I have your email address, I'll notify you of the meeting and program for any given month.

RAILROADERS ONLINE - The monthly *Arkansas Railroaders* are online in Adobe PDF format at: <http://www.trainweather.com/road.html>. My current and past train pictures are here: <http://www.trainweather.com/sunday.html>

Those of you reading the issues online but are not members are urged to join our club (\$20 a year local, \$22 additional if you want to join the NRHS too). The *Arkansas Railroaders* are expensive to produce since they have photos and 16 to 20 pages. To give Arkansas Railroad Club Paid Members first rights to read the *Railroaders*, I will be delaying putting them online until a few days after the meetings. I will, however, have a short note on the site giving the specifics of the next meeting. Thanks.

UNOFFICIAL MINUTES OF OCTOBER MEETING - Here are the unofficial minutes of our October 8, 2006 meeting, which I (Ken Ziegenbein) scribbled down since our secretary wasn't present this time:

1) Robin Thomas reported the following as being nominated by the Board for 2007 Officers of the Arkansas Railroad Club: PRESIDENT-John Hodkin, Jr., VICE-PRESIDENT-Mark Silverberg, SECRETARY/TREASURER-David Hoge, BOARD MEMBER THROUGH 2011-Jim Wakefield. It was also announced that Tom Shook will stay on as NRHS Representative and Ken Ziegenbein will remain editor (these are non officers, but volunteers for the position).

The Officers will be voted on by the paid membership at our November 12 regular meeting. Nominations can also be made from the floor

2) Bill Bailey had a show and tell about insulators from the 1860s on the first transcontinental railroad, plus more recent insulators. He showed actual insulators he has collected over the years. Bill also gave a report on the SSW 819 steam locomotive at the Arkansas Railroad Museum in Pine Bluff. He said the roof of the facility had been fixed and the museum was growing in its collection of railroad memorabilia. He also said that they are working on getting Foundation money to continue refurbishing the 819 as opposed to Grant money.

3) Doug Harley gave a slide show with various railroads from mainly the 1960s to 1980s, including California, Arkansas (including the old depot at Paris), Colorado and other states, as well as the streetcars in Fort Smith. Our club's old slide projector's bulb burned out when he was setting up before the meeting, but thanks to Joe Roddy, Tom Shook and John Hodkin, we managed to have THREE working projectors by the time the program was to begin. We ended up using Joe's. Thanks to all who left to get the replacement projectors!

4) Tom Shook reported that he had sold \$840 worth of our club's books ("Shortline Railroads of Arkansas" and "Railroad Stations and Trains Through Arkansas and the Southwest") to various book dealers and individuals and Ken Ziegenbein reported selling two the past month. Tom (our NRHS Rep) also said we should try to attend the 2007 NRHS National Convention, which will be held in relatively nearby Chattanooga, Tennessee. Tom also reported on the recent Missouri Pacific Historical Society national meeting that was held in Little Rock October 6 and 7. Several Arkansas Railroad Club Members attended and Bill Pollard was one of the program presenters (he had a PowerPoint presentation on Pullmans to Hot Springs, Arkansas from the late 1800s to 1964).

5) John Jones gave his report on current Union Pacific operations. He said UP used his photo that he took at the Promontory, Utah celebration of the first transcontinental railroad in their Annual Report for this year. He also said UP was having an employee-only open house at Jenks and the North Little Rock yard on October 14. Union Pacific local employees had a "Pulling for a Cure" contingent at the October 7 Komen Race for the Cure event in Little Rock.

6) Robin Thomas reported that Bart Jennings has offered to update Gene Hull's "Shortline Railroads of Arkansas" book and bring it up to date from 1969 to the present, including new shortlines added since 1969 and the disposition of other lines. Bart will give us an estimate of how this will be done and any costs involved at the beginning of 2007.

7) Ken Ziegenbein mentioned that a 62-page booklet of P. B. Wooldridge's Cotton Belt short stories is in the works and will sell for roughly \$10 plus postage and handling. Ken is paying for this himself.

8) Gene Hull gave a report on our former long-time treasurer Dick Byrd, now living in Durango, Colorado.

P. B. WOOLDRIDGE BOOKLET ALMOST PRINTED - I've put together a 62-page booklet of many short Cotton Belt stories written by the late P. B. Wooldridge. It will be in a spiral binder-type booklet and include a few of his photos from the 1930s through 1970s (Mr. Wooldridge didn't take that many photos and some are not that good a quality since his print sizes were 2 x 3, but still rare). The booklet will be mostly text and photos will be black and white. The cost has yet to be determined, but I estimate it'll be around \$10 plus postage and handling. I'm paying for it entirely myself. I'll have an ad in the Railroader once it's printed.

Although it's ready to print, I'm holding off printing until I get written approval from Union Pacific Railroad to use the Cotton Belt Emblem in the booklet, which is now required since UP owns the copyright of all the railroad emblems of the railroads it has acquired over the years, including the SP and Cotton Belt. As soon as I get this approval, the booklet will be printed. (*Ken Ziegenbein*)

RECEIVED THE FOLLOWING EMAIL IN SEPTEMBER 2006 - "You have a very nice train website. 3 weeks ago I had never been on the new type computers. They sent us one at work I barely knew how to work it. We are blocked out of most websites. The only 2 websites I knew about were bnsf.com and weather.com. I started scrolling and found trainweather.com. That led me to your website. When I found the home page my face lit up like a Christmas tree. This is what I had been looking for. I love trains.

I come from a very large railroad family. My grandfather worked for SP as a diesel electrician for 47 years. He died on my birthday in 1971. I also had several great uncles that worked for SP and I believe two of my great great grandfathers worked for the railroad also. I have 32 years with the railroad, 23 with SP and the last 9 years with BNSF in Louisiana. I have 8 years left. All together there is over 200 years RR experience in the family.

I would like to see some pictures of Southern Pacific trains and also some trains in Louisiana on your website if that is possible I like any kind of trains, but my favorite ones are freights. Keep up the good work on your website. The pictures are breathtaking. Well I've gotta go now so I can do a roll by. There's another one on the way." (*Michael J. Lacoste - Michael.Lacoste@BNSF.com*)



QUESTION ABOUT FRISCO AT FAYETTEVILLE,

ARKANSAS – Club member James R. Fair, Jr., 2804 Northwood Rd, Austin TX 78703-1603, j.fair@sbcglobal.net, has this question about this September 2006 *Railroader* cover photo by P. B. Wooldridge:

“I’m intrigued by the photo of the two-car passenger train, on the front cover of the September issue. Do you have any more details? All my files now reside in the Museum at Temple, Texas, and I can’t look up schedules, etc. One guess is that the train, which is headed north at Fayetteville, is destined for Grove, Oklahoma - but I don’t recall anything other than mixed or motorcar service at the date given. Perhaps it is a backup on a temporary basis. Could anyone enlighten me? It is an excellent photo.

I was in summer school at the University of Arkansas in 1940, and we had only the north & south trains on the mainline - which carried a sleeper and a special snack car. Nothing of the sort in the picture.”



NRHS NEWS - A reminder that the 2007 National NRHS convention will be held in nearby Chattanooga, Tennessee August 21-25, 2007. Pre-registration is now taking place. I’ve placed the registration sheet on another page of this issue of the *RAILROADER*. for more information. Pre-registration fee is only \$15.

In other NRHS news, the national society has many open positions for which they urgently need volunteer help and you do **NOT** have to reside in Philadelphia (where the headquarters are) to apply. Here are some of the positions needing help:

- 1) **Chapter Development:** New Listing May 06. Need one or more volunteers to handle Chapter Development. Duties include promoting the formation of new NRHS chapters, providing information on forming new chapters to interested individuals and organizations, and supporting these organizations through the chartering process. E-mail capability is important. Location: Anywhere.
- 2) **Library & Archive Advisor(s):** Need one or more volunteers to advise on organizing and cataloging of NRHS collections, help develop acquisitions and retention policies, and provide other technical support. Person(s) in this position should have professional training and/or experience as librarian or archivist. Location: Must be able to visit Philadelphia at least a few times per year.
- 3) **Libraries Manager:** Need a volunteer to provide ongoing management of NRHS libraries, including setting priorities and managing acquisitions, de-accession, policies and budgets. Location: If not in Philadelphia metro area, must be able to visit Philadelphia facility on weekdays on fairly regular basis.
- 4) **Fundraising Manager:** Need volunteer to collect and organize data on donation patterns, monitor Combined Federal Campaign program information, administer donation acknowledgements, propose improvements to NRHS national fundraising. E-mail access and previous fundraising experience strongly recommended. Location: Anywhere in USA (to avoid tax complications).
- 5) **Special Project - Organizational Memberships:** Need volunteers to develop proposals for defining, and marketing different levels of Organizational memberships, as required by new Bylaws. Project is currently on hold for lack of staffing. E-mail access and familiarity with national society strongly recommended. Location: Anywhere. (Note: We currently have one volunteer for this project, but additional participants and viewpoints are needed.)

If you have an interest in any of these open positions, please contact us through the NRHS national office:

Mail: National Railway Historical Society

100 N. 17th St., Suite 1203

Philadelphia, PA 19103-2783

E-Mail info@nrhs.com or by e-mail response from the NRHS website (www.nrhs.com)

Phone (215) 557-6606

Fax (215) 557-6740

NEW MEETING PLACE!

Our new meeting place will be the modern conference room at CURTIS H. STOUT, INC (where Arkansas Railroad Club's John Hodkin, Jr. works). It's located off Cantrell Road in Little Rock in the row of buildings that has Cajun's Wharf Restaurant. To get there: 1) Turn right off Cantrell and cross the LRWN tracks. 2) Curve slightly right, then left, and go straight between Buildings 2 and 3 to the Cajun's Wharf parking lot. 3) Go right through the parking lot to the end of the row of buildings. 4) Our meeting place is located in Building 4. Park to the right (east) of this building. You'll see the Arkansas River and you'll be right in front of the entrance.

If you have trouble, call John Hodkin on his cell phone: 501-993-0616. I put some maps below. The physical address is 2400 Cantrell Rd Suite 100, Little Rock.



WANTED - FOR SALE OR TRADE

WANTED (to purchase or copy): Dispatcher train sheets for Missouri Pacific or Rock Island trackage in Arkansas, pre-1970. Also want to buy or copy pre-1970 conductor timebooks from MP and RI. Bill Pollard, 3005 Baxter Dr, Conway, AR 72034. <arkrail@arkansas.net> or 501-327-7083.

FOR SALE - ARKANSAS RAILROAD CLUB BOOKS STILL AVAILABLE – Our reprint of Gene Hull's book *Shortline Railroads of Arkansas* and *Railroad Stations and Trains through Arkansas and the Southwest*, are still available. They cost \$20 each plus \$2 postage (total \$22). Send orders to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 and say which book you want.

FOR SALE – HERSCHELL 'IRON HORSE' PARK TRAIN - This train was built in 1963 by the Allan Herschell Company of Buffalo, NY and is powered by the original Willys-Jeep L-4-134 60 hp gasoline engine. There are many park train enthusiasts who believe that the Herschell "Iron Horse" is the premiere of all park trains because it historically accurate in detail and a 4-4-4 design. My train ran in an amusement park in the northeast until 1985 when it was purchased by a private investor in Maryland who installed it at his home near Baltimore. I purchased it in the winter of 2005 and moved it to my northern Maryland farm for use as entertainment in conjunction with our pick your own pumpkin and chose and cut Christmas tree farm where it has been hugely popular. My wife and I have decided to retire from farming and are selling the complete railroad so that others may enjoy it.

The components are: "Iron Horse" locomotive, 4 passenger coaches, 1 flat car, approximately 8000' of 12 lb. rail, 5 switches, an electric traffic signal, scale model water tower, all manuals and some track tools. This is a complete railroad (except ties) that is in excellent condition and currently operating under Maryland State Inspection.

Asking price is \$199,500 f.o.b. Whiteford, Maryland. Interested parties should contact Brian Adelhardt at 410-836-1140 or e-mail applewoodfarm@earthlink.net. Pictures at www.applewoodfarm.org

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings. Also remember that there are sometimes many follow-ups on these first-time notices so if you want to keep up with any particular abandonment, check the Surface Transportation Board's site and use the Docket Numbers to search.

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 7.4-mile line of railroad on its Southern Region, Nashville Division, CE&D Subdivision, Riley Spur, from milepost OZD 5.0 (near Terre Haute) to the end of track at milepost OZF 12.4 (near Riley) in Vigo County, IN. The line traverses United States Postal Service Zip Code 47802 and includes the station of Chinook. Effective on October 14, 2006. (STB Docket No. AB-55 (Sub-No. 674X), decided September 7, served September 14, 2006)

OHIO – NORFOLK SOUTHERN RAILWAY CO. - To abandon 2.31 miles of track between mileposts LV-22.32 and LV-23.55 and between mileposts LV-24.17 and LV-25.25, in the Village of Sheffield, in Lorain County, OH. The line traverses United States Postal Service Zip Code 44055 and includes the former station of South Lorain. Effective on October 18, 2006. (STB Docket No. AB-290 (Sub-No. 268X), decided September 8, served September 18, 2006)

INDIANA - THE CENTRAL RAILROAD COMPANY OF INDIANA – To discontinue service over a 2.6-mile line of railroad between milepost 64.67 and milepost 67.27, near Greenburg, in Decatur County, IN. Effective on October 20, 2006. (STB Docket No. AB-459 (Sub-No. 3X), decided September 12, served September 20, 2006)

NEW HAMPSHIRE - STATE OF NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION – To abandon a portion of rail line known as the Lakeport Spur, in Belknap County, NH, extending from engineering station 1 + 70 to engineering station 11 + 28.11 (on Valuation Section V.21, Map 65-A). Effective on October 25, 2006. (STB Docket No. AB-871X, decided September 15, served September 25, 2006)

NORTH CAROLINA - NORFOLK SOUTHERN RAILWAY COMPANY - To abandon a 2.0-mile line of railroad between milepost HG 45.0 and milepost 47.0 in Gastonia, in Gaston County, NC. The line includes the former station of North Gastonia. Effective on October 27, 2006. (STB Docket No. AB-290 (Sub-No. 275X), decided September 18, served September 27, 2006)

TENNESSEE AND MISSISSIPPI - MISSISSIPPI TENNESSEE HOLDINGS, LLC AND MISSISSIPPI TENNESSEE RAILROAD, LLC - For MTH to abandon, and for MTRR to discontinue service over: (1) an approximately 19.4-mile line of railroad

between milepost 367.5, which is located approximately 25 feet north of the centerline of Thryson Krump plant entry road in Middleton, Hardeman County, TN, and milepost 348.1, which is located approximately 1,663 feet north of the centerline of Industrial Park Road at the northern end of Ripley, Tippah County, MS; and (2) an approximately 1.36-mile line of railroad between milepost 325.56, which is located approximately 25 feet north of the BNSF Railway Company diamond in New Albany, Union County, MS, and milepost 324.2, which is located approximately one-quarter of a mile south of Interstate Highway 78 in Union County, MS, a total distance of 20.76 miles. Effective on October 28, 2006. (STB Docket No. AB-868 (Sub-No. 1X, decided September 22, served September 28, 2006)

MONTANA - BNSF RAILWAY COMPANY - To abandon a .42-mile rail line that extends between Engineering Station 189 + 36 and Engineering Station 167 + 00, near Kalispell in Flathead County, MT. Effective on October 28, 2006. (STB Docket No. AB-6 (Sub-No. 444X, decided September 21, served September 28, 2006)

MONTANA - BNSF RAILWAY COMPANY - To abandon 1.67 miles of railroad between milepost 194.61 and milepost 196.28, near Great Falls, in Cascade County, MT. Effective on November 8, 2006. (STB Docket No. AB-6 (Sub-No. 445X, decided October 2, served 6, 2006)

 **ARKANSAS RAIL NEWS**

AMERICAN RAILCAR INDUSTRIES BACK IN BUSINESS BY 2008

(Marmaduke, Arkansas) - American Railcar Industries Inc. (ARI) recently reached an agreement with American Railcar Leasing L.L.C. (ARL) to supply 1,000 new tank cars. ARI will deliver 500 cars each in 2008 and 2009. Beginning in 2008, some of the cars will be manufactured at the company's rebuilt Marmaduke, Ark., tank-car plant, which was damaged by a tornado in April 2006 and will resume full production by year's end. ARL also exercised an existing contract's options to purchase an additional 1,000 tank cars from ARI to be built beginning in 2008 in Marmaduke and an additional 400 covered hoppers to be manufactured at the car builder's Paragould, Ark., plant in 2008. *(Via Jim Johnson)*



FLOOD DELAYS BNSF IN NE ARKANSAS

(Near Williford, Arkansas, September 23, 2006) - An early morning flash flood caused a track washout on a Burlington Northern Santa Fe railroad line in northeast Arkansas on September 23. The washout occurred where Martin's Creek flows under the tracks about a mile northeast of the town of Williford. Since there are no roads in the immediate area, most local residents were unaware of the event.

To help pinpoint the exact location, Little Rock Weather Forecast Office (WFO) Warning Coordination Meteorologist John Robinson caught up with Burlington Northern Santa Fe Engineer Ron Vest at Imboden, a few miles east of the washout. The tracks were closed for approximately 30 hours while repairs were made.

LITTLE ROCK STREETCAR EXTENSION

This October 8, 2006 photo is looking north on Cumberland Street in the River Market in downtown Little Rock. The streetcar in the photo is going to make a sharp right down Second Street, but by the end of the year, it will continue straight toward the camera, heading another 3/4 mile to Heifer International and the Clinton Presidential Park and Library.

There will be a complicated crossover and switch located at this corner of Cumberland and Second, which had to be specially made. The system has carried in its first year and 10 months about 290,000 passengers, which is expected to increase once this connection is in place.



GENERAL RAIL NEWS

GERMAN MAGLEV TRAIN HITS MAINTENANCE TRUCK

(September 22, 2006) – A high-speed German Maglev train, moving at 125 mph, struck a railroad maintenance truck on a trestle near Lathen, Germany, killing at least 25 people on the train. Maglev trains can run as high as 270 mph. The trains use strong magnets that float them above the tracks so they can move without friction. The cause of this accident was human error, either on the part of the train or track workers. The technology has been around for years but so far has not caught on as conventional train networks have expanded steadily. Concerns include the amount of electricity the trains use at high speed and the precision with which the tracks must be built.

UP/LIONEL REACH AGREEMENT

Union Pacific announced on September 15 that it has entered into an agreement allowing Lionel Electric Trains, the 106 year-old maker of model trains, to continue the use of Union Pacific's logos and trademarks on its products. "We're very happy to have worked out an agreement with Lionel. They have made high-quality model trains for almost as long as we've been running the real ones, and our new agreement resolves any concerns we had with their doing so in the future," Bob Turner, Union Pacific's senior vice president, Corporate Relations said.

Jerry Calabrese, Lionel CEO, added, "Union Pacific is not only one of the most important companies involved in modern transportation, but one of the true icons of American history. Lionel is very pleased to have reached this agreement, which resolves any differences we may have had as to how both of us protect our respective brands and future needs."

LONG ISLAND RAIL ROAD INTERESTING STATS

(1958-2006, New York) – The Long Island Rail Road is 701 miles long. In the 1960's the railroad hired women as short-skirted "mini-maids" to roam Penn Station with information for riders. Today the line has 408 engineers and 1,023 conductors. The system has 11 branches, 124 stations, 1,143 cars and 730 weekday trains. The annual number of rides, about 74 million in 1958, reached 80 million last year. The budget, about \$60 million in 1958, was \$943 million last year. The work force has shrunk by about 1,000 to 6,100, as jobs have been automated.

AMTRAK NEWS

NEW US TRANSPORTATION SECRETARY

Mary Peters is the new U.S. Secretary of Transportation and has been warmly received by Amtrak supporters. Amtrak figured prominently in the hearing before the Senate Committee on Commerce, Science and Transportation on September 22. "Intercity passenger rail is important," Peters said in her opening statement. Sen. Trent Lott (R-Miss.) agreed. He told Peters to keep Amtrak on her radar screen, and said he would keep pushing the issue. In answering questions from Sen. Frank R. Lautenberg (D-N.J.), Peters said, "I also agree we need a national rail passenger system. To your questions about moving people in time of hurricanes and other disasters, Amtrak is part of our plans that have been developed since Katrina."

Sen. Conrad Burns (R-Mont.) urged Peters to put some people at the Department of Transportation who understand that Amtrak must be in the overall transportation mix. "They say no one rides the train. I say, 'Just try getting a reservation on the Empire Builder.'" Sen. Byron Dorgan (D-N.D.) called the Empire Builder "an important, popular service," and said a majority of committee members do not want to eliminate long-distance trains.

AIR RIGHTS OVER WASHINGTON UNION STATION

(Washington, DC) – On October 5, 2006, it was announced that a deal has closed to buy 15 acres of air rights above the railroad tracks at Washington Union Station with plans to build a \$1 billion mixed-use project. \$10 million was paid to the General Services Administration, which owned the air

rights. The Government Accountability Office said they worked on the complicated deal with Amtrak for four years.

The developer's tentative plans call for about 3 million square feet of offices, restaurants, shops, condos, apartments, and a hotel. The buildings will be on a concrete platform, supported by columns, about 20 feet above the tracks. An atrium will connect Union Station with H Street NE and the surrounding neighborhood, where new housing and stores have been built. It will be called Burnham Place after the architect of Union Station, Daniel H. Burnham. Executives said they plan to market housing in the project to politicians and aides who want to live near the Capitol and the office space to trade associations, law firms, accountants, and consultants. Completion is several years away.

SMALL TOWN AIRLINE SUBSIDY

Amtrak gets government subsidies, as we all know. However, about 100 small towns also receive federally subsidies to keep air service to their airports. Most of these flights are on 19-seat prop planes. courtesy of the Essential Air Service, put in place when the airline industry was deregulated in 1978. The idea was to help travelers in smaller cities adjust to the new competitive era of air travel. The intention was for the service to go away after 10 years, but it was renewed for a second decade – and then made permanent.

To qualify for Essential Air Service, towns must have had scheduled commercial air service in October 1978 when deregulation occurred; be at least 70 miles from a large or medium hub airport; and be able to attract service from a regional airline with a one-way per passenger subsidy of no more than \$200. For towns more than 210 miles from a large or medium hub, however, there is no cap on the subsidy per passenger. After Sept. 11, 2001, airlines withdrew from

some smaller unsubsidized markets and more cities needed subsidies to maintain service. That pinched the Essential Air Service budget.

Over time, though, the program has come to seem mostly expensive and, to its critics, unessential. Many of the small planes only carry 3 or 4 passengers to cities like Lewistown, Montana and Brookings, South Dakota, among the 100 towns having the subsidized service. It costs about \$110 million per year now. The Lewistown flights attracted fewer than three people a day in 2005; each passenger's one-way ticket was subsidized with \$472.78 paid by taxpayers. Brookings, averaging 2.5 passengers a day in fiscal 2005, received a one-way subsidy of \$677.11 per passenger. The Transportation Department paid out about \$74 for each one-way passenger in the program on average in fiscal 2005. That is more than Amtrak's famously large per passenger subsidy, which is \$19 to \$52, depending on how it is calculated.

EVENTS OF OTHER ORGANIZATIONS

PINE BLUFF – ANNUAL RAILRODIANA SHOW AND SALE APRIL 14, 2007 – It will be held at the Arkansas Railroad Museum in Pine Bluff as usual. It includes railroad memorabilia and model trains of all scales. Admission is \$5, children 6-12 \$2. For information on reserving tables, call the museum at 870-535-8819.

HOBBY SHOPS IN ARKANSAS - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, onetrackmindtrains@hotmail.com, <http://www.arkansasweb.com/onetrackmind/> ** **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326) ** **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 ** **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, hsd@cox.net ** **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 ** **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 ** **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, <http://www.railroadtrain.com/>



View inside our new meeting place on October 8, 2006.

REMEMBERING 12

P.B. Wooldridge

In March, 1925, the Rock Island Railroad Co purchased a dominant interest of Cotton Belt stock and for the first time the Cotton Belt was controlled by another railroad company. Later in 1925 the Rock Island sold that interest to the Kansas City Southern Railroad. Then in July 1930 the Southern Pacific filed an application with the Interstate Commerce Commission seeking authority to acquire control of the Cotton Belt. After the stock market crash in 1929, the business recession of the thirties forced the Cotton Belt, along with other railroads, into bankruptcy.

But the Cotton Belt, ever inventive and progressive, in 1931 initiated a fast merchandise train called the “Blue Streak,” the fastest scheduled freight train in the world.

They also initiated, with the SP, a perishable train called the “Colton Block,” running from Colton, Calif. To St Louis, Mo., interchanged to the Cotton Belt at Corsicana, Texas. It consisted of iced refrigerator cars, all painted yellow, with bunkers on each end of the car filled with ice. The train was operated on a high priority basis, another example of Cotton Belt fast freight.

In 1934 I was walking behind a plow and two mules on a farm one mile from Idalia, Mo. Every train that passed I’d rest the mules, and watch it pass.

To say that times were hard would be the understatement of the year. For 8 hours only 3 trains would run, a dead MP freight out of Paragould, Ark., a dead MP freight out of Popular Bluff, Mo., and the fast Colton Block. Every day the Cotton Belt Dispatcher would have a headache getting the Colton Block around the two MP dead freights, as all three would run between 1 pm. and 2 p.m.

Since the Colton Block was a perishable train, the only place for hoboes would be riding the tops, and every day there would be between 20 or 30 riding the roofs, getting a good airing, and well on their way to St Louis and “prosperity”. At least, let’s hope they found jobs.

Lone Star Limited
NEW FAST TRAIN
Between
MEMPHIS
Pine Bluff, Camden, Shreveport
Texarkana, Dallas and Fort Worth

Through heavyweight Sleeping Cars between Memphis and Shreveport, Memphis and Dallas, Memphis and Fort Worth.

Business-Lounge Car between Texarkana and Dallas.

Former Cotton Belt Dining Car Service in All Meals.

Reclining Chair Cars and Coaches.

Illustrating Connections.

For further good meals in Pine Bluff, Camden, Texarkana, Dallas and Fort Worth Memphis at 1:00 P.M. Starting service at Memphis 6:00 p.m.

Station	AMPL. SCHEDULE	Station
11:00 a.m.	Memphis	7:30 a.m.
1:00 p.m.	Shreveport	9:00 a.m.
3:00 p.m.	Camden	10:30 a.m.
5:00 p.m.	Texarkana	12:00 p.m.
7:00 p.m.	Fort Worth	2:00 p.m.
9:00 p.m.	Dallas	4:00 p.m.
11:00 p.m.	Memphis	6:00 p.m.
1:00 a.m.	Shreveport	8:00 p.m.
3:00 a.m.	Camden	10:00 p.m.
5:00 a.m.	Texarkana	12:00 a.m.
7:00 a.m.	Fort Worth	2:00 a.m.
9:00 a.m.	Dallas	4:00 a.m.
11:00 a.m.	Memphis	6:00 a.m.
1:00 p.m.	Shreveport	8:00 a.m.
3:00 p.m.	Camden	10:00 a.m.
5:00 p.m.	Texarkana	12:00 p.m.
7:00 p.m.	Fort Worth	2:00 p.m.
9:00 p.m.	Dallas	4:00 p.m.
11:00 p.m.	Memphis	6:00 p.m.

Direct connections at Shreveport for Houston, at Dallas for El Paso, Austin and San Antonio.

Direct connections at Memphis to and from Cincinnati, Louisville, Nashville, Chattanooga, Birmingham, Atlanta and Jacksonville.

LEFT-Cotton Belt *Lone Star Limited* timetable (*Bill Bailey*) **RIGHT**- Old Missouri Pacific Conductor’s Ticket Envelope (*Philip Moseley*)





A CONDENSED LOCOMOTIVE

Gene Hull

No, the engine did not shrink after sitting outside all night in the rain!

No, the manufacturer did not run out of material!

The Long Island Railroad was chartered 24 April 1834 and was built from Jamaica, New York 84 miles to Green port and opened for business 19 July 1844. By leasing the Brooklyn & Jamaica Railroad, access was obtained to the traffic of Brooklyn and New York. Many branch lines were constructed and other lines were acquired and by 30 June 1904 the total length of the Long Island road was 391. 76 miles and it was operating 200 locomotives, 388 passenger cars and 1,805 freight cars.

With all this equipment, the company's shops was a very busy place. In 1926, the Baldwin Locomotive Works teamed up with Westinghouse to build three shop engines for shuffling cars and locomotives. They were to use electricity for power. They had 33" driving wheels delivering 15,000 pounds of tractive effort and weighed 50,000 pounds.

The financial balance sheet showed the Long Island road made three times as much revenue from passengers as it did from freight. This made it very attractive and in May 1900 the Pennsylvania Railroad purchased a majority of its capital stock.

The little shop "goats" required only enough room for one operator and the control equipment, so the cab was rather cozy. Only a compact four-wheel truck was needed and the result was a very "condensed" locomotive. There is no indication of how electric power was conducted to the controls. A third "hot" rail would seem to be too dangerous in a crowded shop.

The Long Island was the first American road to use steel passenger cars in regular service in 1905 and in 1927 it was the first to completely eliminate wooden passenger equipment.

2007 DUES ARE PAYABLE BY JANUARY 1, 2007

Dues to join/renew the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the national NRHS through our club (thus being a member of the Little Rock Chapter NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both local and national dues. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year). Make checks out to Arkansas Railroad Club and mail to PO Box 9151, North Little Rock, AR 72119.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

_____ Arkansas Railroad Club/Newletter Only (\$20) ***** _____ Arkansas Railroad Club and NRHS (\$42)