



ARKANSAS RAILROADER



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ALCO PA No. 8030 heading for Union Station in Little Rock to take Missouri Pacific Train No. 7 to Texas in July 1953. (*Gene Hull photo*)



*Cross bridge
toward Little Rock Union Station. (Gene Hull photo)*

RESCUE AND REVIVAL OF A GHOST

By: Gene Hull

My railroad career, brief though it was, occurred during World War II. The locomotives were amazing machines which efficiently combined coal (or oil), water and fire to produce the tremendous power to move enormous amounts of freight and crowds of people. These engines were produced by Baldwin Locomotive Works, Lima and the amalgamation known as American Locomotive Company (Schenectady, Cooke, Brooks, Manchester, Dickson, Pittsburgh, Richmond and Rhode Island, all assembled in 1901 by the very wealthy Pliny Fisk). You could easily recognize the type of a locomotive by the number and size (large or small) of its wheels.

My days on the Van Buren Subdivision of the Missouri Pacific (North Little Rock to Van Buren, Arkansas) ended just as a new era began (internal combustion motive power). A very few examples of this new era had arrived, but they were the 9000-class of yard goats and did not operate in my territory (mainline service as brakeman).

At the end of World War II, the Mo.Pac. committed itself to replacing its steam locomotives (1,038) with diesels (734 of various types).
In July 1953, ALCO PA No. 8030 leaves Baring

Through the 1940s, EMD (Electro-Motive Division of General Motors) was the favorite supplier. By the 1950s, ALCO units began to appear in greater numbers. By that time I was developing a hobby of railroad photography.

I realized the diesel locomotives were comparatively transitory, so I began preserving their images on film. Even so, my interest was minor – a diesel was a diesel; they all seemed to look alike.

In 1949, the Missouri Pacific graduated from the EMD Model “E” to ALCO “PA” units. American Locomotive Company was trying to “play catch-up” in the field of high speed passenger diesel motive power. By 1952 the Missouri Pacific had bought 36 PAs, more than any other railroad.

I must admit there was something different about these machines. They were pleasant to look at. That large protruding proboscis was sure to catch your attention. They just looked big all over.

ALCO wanted a useful, dependable locomotive, but they wanted one that looked appealing even when sitting still. To achieve this, they hired a master of “good looks.” If a product looks good, it is easier to sell. Automobile manufacturers know this. The magic word was “style.”

Surprisingly, they hired a man practically unknown to the general public. His name was Raymond E. Patten, a designer of home electric appliances for General Electric. He probably had an “inside” advantage, since ALCO collaborated with GE to produce the electrical components for the PA locomotive. He designed the PA to look powerful, which helped railroads to sell their service to passengers. ALCO also built FA models for freight service, but the Mo.Pac. did not purchase them. The PA and FA had a single 16-cylinder, Model 241 engine, but it proved unsatisfactory and was replaced by Model 244. It also was unsatisfactory. Then came Model 251. After three years of trials and experiments, ALCO began commercial production. It never proved satisfactory.

The Mo.Pac. did not purchase the ALCO “B” units (no controls), and they always used two PAs back-to-back with an EMD “B” unit between if more power was needed. ALCO PAs had only one 16-cylinder engine and if it failed the train was helpless, so the Mo.Pac. always double-headed the PAs. Those numbered 8000-8008 were 2000 H.P. and the 8009-8036 were 2250 H.P.

On the Mo.Pac. the ALCO PAs were a common site on the Texas Eagle and Colorado Eagle as well as the prosaic mail-express Nos. 7 & 8 between St. Louis and San Antonio.

In 1962, the Mo.Pac. had a motive power renumbering to include all diesels of MP, TP, KO&G, Midland Valley, Terminal R.R. of N.O., Mo.-Ill, Ft. Worth Belt, Union Rys. Of Memphis, N.O.L. Lower Coast, Union Term, St. Joseph Belt. At that time the PAs were renumbered 44-79.

By 1964, all PAs were disposed of; eight were traded in on EMD freight engines, the others were sold for the electrical parts.

During the 1920s, when ALCO was building steam locomotives, they produced nearly half of the engines sold in the United States. ALCO never was a steady, dependable company. They did not stay with a credible, successful product. Let's try something new and different – it was automobiles between 1905-1914. Even so, ALCO was very successful with its diesel switch engines. To make a long story short, ALCO's successful career ended in 1969.

The popularity of the attractive PA was short-lived and they began to disappear. The two-cycle Model 567 diesel engine of EMD flooded the market. In January 1969, ALCO rolled its last locomotive out of the shop at Schenectady, New York. As time marched on, ALCO products began to follow the company into the dusty pages of history. An exception was the RS model engines of the Missouri & Arkansas.

Then in the early 1990s there came the faint sounds of rumors on the warm minds of the south. At first they were unbelievable. They persisted.

There was a live ALCO PA working in Mexico!

After the initial shock, and some calm thinking, why would this be so strange? Wasn't Mexico a repository for a multitude of American antique automobiles? Why not include an American locomotive? Rumors made their way to Montreal, Canada. A lover of ALCO PAs boarded an American Airlines flight to Guaymas, Mexico on the Gulf of California; then he traveled northeast via automobile to Empalme, a station on the Pacific Railroad of the National Railways of Mexico, some 840 miles from Mexico City.

A ghost came alive.

An active ALCO PA was found. It had run on the Delaware & Hudson Railroad about a quarter-century earlier. As an added bonus, the skeletons of three of her sisters sat nearby.

In late 1967, the D&H acquired four PAs from the Santa Fe – numbers 59, 60, 62 and 66. After repainting, they were given numbers 16, 17, 18 & 19. They ran until the arrival of Amtrak in May 1971. Two PAs were traded to General

Electric, but they were not scrapped. The other pair was leased to Steam Tours, Inc. After Carl Sterzing became president of D&H, all four PAs were again running on their home rails.

In 1974 they were sent to Morrison-Knudsen for rebuilding with 12-cylinder model PA 251-F engines. The D&H sold them to a dealer in 1978, who sent them to Mexico on a long term lease. They were the last PAs in America. Then, they were gone! Why was there no effort to preserve even one of them?

After the lover of ALCO PAs from Canada helped revive the ghosts in Mexico, there was some action in America by a couple of fellows with serious influence – locomotive preservationist Doyle McCormack, and Bill Withuhn, senior transportation curator of the Smithsonian Institution. Two of the PAs were rescued from Mexico.

The ghosts have been rescued and they survived.



FNM DH-17 (ALCO PA-1) pulling a special train of 150 railfans on a “Let’s Travel Tours” tour east of Nogales, Sonora, Mexico on September 28, 1990. The DH-17 was thought to have been scrapped, but was actually rebuilt at Empalme (with 40-inch wheels instead of 42-inch). Meanwhile, DH-19, the other FNM PA-1, had been put in a museum in Puebla at this time. Both these engines were from the Delaware & Hudson Rwy (DH-17 was formerly Santa Fe #60L built in November 1948). The special also had engines #563 (Bombardier), #539 (GE), and RS11 #501 (former Pacifica) hauling five passenger cars and a caboose. *(Photo by Peter Smykla, Jr, first published in the November 1990 Arkansas Railroader)*

2004 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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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, October 10, 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 JOHN C. JONES, who will have photos and possibly videos of various railroad subjects.

In November, David Hoge will show some of his many photos, including those of U.P.'s Challenger 3985 this past year.

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 – Steve Goen's Texas & New Orleans Railroad book – "I am happy to report that my upcoming all color book on the Texas & New Orleans Railroad (SP's Texas & Louisiana Lines) is finished and is currently at my publisher (Four Ways West) awaiting publication. I know that many of you have expressed interest in this book and have been awaiting word on when it would be published. As of right now I would say that the book should be out in mid to late October.

The book will be 128 pages long and will contain over 300 all color photos of T&NO operations between 1944 and 1961 when it was officially merged into the Southern Pacific. The book will also feature a separate chapter on the El Paso & Southwestern of Texas which also ceased to exist in 1961. Over 100 T&NO depots (most long gone) will also be included.

The book features some excellent color views at T&NO steam operations as well as their fleet of passenger trains. Trains such as the SUNSET LIMITED, SUNBEAM, HUSTLER, OWL, ARGONAUT and BORDER LIMITED are all included. The book features scene after scene of operations in and around Houston's Hardy Street engine terminal and for all of you Texas interlocker fans, the book features several fantastic views of Tower 32 in Beaumont and Tower 26 in Houston shot in the 1950's. And yes, there are several great views of P-14's on the SUNBEAM and HUSTLER.

The list of photographers is endless. Photos from 36 well known rail photographers are featured, including such well known names as Richard Kindig, Joe Thompson, F. Dale Morris and George Werner just to name a few. The cover of the book ("Sunbeam and Semaphores") is absolutely stunning. It features Train #14 south of Ferris and may be John Winfield's best painting to date.

The book will have a regular list price of \$59.95 each. However, as in the past I will be offering "signed" copies for sale at a discount. Those who order books prior to October 1, 2004 can buy a signed T&NO book for \$45.00 each. And as in the past, I will personalize any book ("To Skip" for example) only if you tell me to (be sure you print the name and state that you want it

personalized). Shipping is \$4.50 per book and Texas residents must add 8.25% state sales tax. Only checks and money orders accepted, no credit cards please. I ship via US Priority Mail.

Feel free to contact me at (940) 767-4843 if you have any questions. This book is pure T&NO plain and simple, and very little in SP grey and scarlet (4 photos only). It is a must for any fan of the SP, especially those in Louisiana and Texas.

Send orders to: Steve Goen, 1519 Sweetbriar Drive, Wichita Falls, TX 76302-2911

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.

WYOMING – WYOMING & COLORADO RAILROAD COMPANY, INC. – To abandon a 23.71-mile line of railroad between milepost 0.57, near Walcott and milepost 24.28, at Saratoga, in Carbon County, WY. A final decision will be issued by November 10, 2004. ([STB Docket No. AB-307 (Sub-No. 5X, decided August 4, served August 12, 2004).

INDIANA – HONEY CREEK RAILROAD, INC. – To abandon its entire approximately 5.9-mile line of railroad, between Sulphur Springs and New Castle, in Henry County, IN. effective on September 21, 2004. ([STB Docket No. AB-865X, decided August 16, served August 20, 2004)

CALIFORNIA – UNION PACIFIC – To abandon and discontinue service over a portion of the line, known as the San Jose Industrial Lead, extending from milepost 16.3 to milepost 19.6, for a distance of 3.3 miles, in Santa Clara County, CA. The line includes the station of San Jose. A final decision will be issued by November 26, 2004. (STB Docket No. AB-33 (Sub-No. 221X, decided August 24, served August 30, 2004)

VERMONT – TWIN STATE RAILROAD COMPANY – To abandon approximately 20 route miles of rail line between milepost 0.057 in St. Johnsbury and Railroad Engineering Station 5503 at River Road (Town Road) in Lunenburg (Gilman), in Caledonia and Essex Counties, VT. Effective on October 6, 2004. (STB Docket No. AB-862X, decided August 27, served September 3, 2004.

ARKANSAS RAIL NEWS

ROCK ISLAND BRIDGE FIRE

(*Little Rock*) – On August 29, 2004, a small fire broke out on the old Rock Island railroad bridge that will soon connect the north side of the Arkansas River to the Clinton Library, which will be using the old Choctaw-Rock Island Passenger Depot as part of the library. Authorities are not sure what started the fire. A coast guard vessel from Memphis that happened to be passing under the bridge was able to contain the fire. The bridge will be made into a pedestrian bridge in 2005. The Clinton Library is supposed to open the weekend of November 18, 2004.

GENERAL RAIL NEWS

BNSF HONORS TRUCKERS

(*Fort Worth, Texas August 25, 2004*) – On August 25, the BNSF honored the nation's truck drivers by hosting an event at BNSF's Alliance Intermodal Facility in celebration of National Truck Driver Appreciation Week, August 22-28. More than 1,000 truck drivers were expected

to enter BNSF's Alliance, Texas, Intermodal Facility, and see "We Love Truckers" signage and enjoy refreshments and snacks passed out by BNSF's truckload sales team and executives from BNSF's trucking company partners, such as Dart Transit Company.

In addition to the event in Texas, 11 BNSF intermodal facilities across the railway's 32,500-mile network posted "We Love Truckers" banners to say thanks to the nation's truck drivers. "The 'We Love Truckers' event is our way of saying thanks to our trucking company partners and their drivers who, along

with railroad people, are the backbone of ensuring the products we use daily are delivered safely and efficiently," says John Hickerson, BNSF assistant vice president, Truckload Sales. "By working together, trucks and trains are providing transportation solutions for companies across the nation."

Intermodal continues to be a growth area for BNSF. BNSF's truckload volume grew 20 percent in the first half of 2004. "Trucks deliver virtually every product and contribute to virtually every service used by Americans. Truck drivers truly do get the job done," says Joyce Jordan, Dart Transit Company chief operating officer and executive vice president. "BNSF and Dart are cooperating to get the job done more efficiently than ever before. As one of America's largest intermodal suppliers, Dart Intermodal appreciates the recognition and support that BNSF is giving to America's professional truck drivers. Together we move America's products quickly, economically, and safely."

"BNSF's participation in Truck Driver Appreciation Week is a perfect example of the integration between truckers and the railroads in this day and age. We have become connected at the hip, from a strategic perspective," Bill Webb, president and chief executive officer, Texas Motor Transportation Association. "The ability for truckers and BNSF to meet customer requirements rests solely on our ability to maintain a cost-effective and efficient supply chain and our people are the key. BNSF appreciates our drivers and we appreciate the partnership that has developed between our industries."

For folks complaining about cool weather this season, this morning's (August 21) 1200Z SYNOP observation from the U.S. South Pole station should put our August temperatures in perspective: AAXX 21124, 89009 41558 20510 11651 36700 51015 77670 81018 333 11643 21689 81430 81256. It shows an air temperature of minus 85.2 F. And the minimum temperature during the previous 12 hours was minus 92F. Food for thought.

FRISCO DEPOT ORNAMENT

(Marshfield, Missouri) - the Webster County Historical Society is remembering it with their ninth annual Christmas ornament. The ornaments, which were designed using details from three different photographs, are now available at the Webster County Historical Museum, 219 S. Clay, Marshfield, MO 65706-2112, for \$12 each.

History of the Marshfield depot: Lola Tapp's father, Allen Barrett, was a telegraph operator at the depot from 1915 until 1942, and she can remember the train station vividly. Located north of the tracks, near the current Jim and Wayne's Service Station location on Jackson Street, the depot was made up of three rooms. Patrons entered from the south side of the building, conducting business on a partition which was half counter and half locking gate. Once inside, they could sit on benches in the waiting room, on the west end of the building. Tapp recalls a pot-bellied stove and several spittoons in the waiting room, and remembers seeing some men use the stove as a spittoon as well.

A ticket window opened into the main office, which was in the middle section and also featured a pot-bellied stove in the middle of the room. Facing south was a bay window so that employees could watch for the train and keep an eye on the tracks. A crescent-shaped desk was by the windows, and on the opposite wall were two large desks and several cubby-hole cabinets. On another wall was a cabinet with a water bucket and a "well-used towel," which was used to wipe hands after handling freight.

In the room at the eastern end, freight was brought in and weighed on a large scale using iron weights. There was also a coal bin in one corner of the freight room to supply the stoves. Mail hooks, which looked like "a butterfly net with no net," hung on the wall. Messages were clothes-pinned to the hook and held up as the "through train" passed by. Then the engineer would grab the hook and receive the message.

Tapp said there was a "little pen" where freight customers were supposed to conduct their business, but frequent visitors often came inside. "I think it was

a very important place ... as a business and as a social place," said Tapp. "Long winter evenings, many a business man spent time with my father during the times that he wasn't busy."

"Kids dropped by to see what it was like," she said. "I've had friends go with me when they wanted to see how the telegraph key worked, you know." As a business, the depot - which was built in 1886 - thrived up until about 1920, Tapp said. In the age of horses, buggies and wagons, trains were the fastest mode of transportation before semi trucks and other vehicles.

Prior to the 1940s, the canning industry boomed in Webster County, and untold amounts of canned tomatoes were shipped by train all over the U.S. Butter, too, from the Sugar Creek Creamery, traveled nationwide by train. Travelers were abundant too.

"Passenger business, before the advent of cars, busses and trucks, was a big business," said Tapp. "As more people got cars, and there were more busses and trucks, business began to decline." "It peaked again during World War II, and the reason for that was troop trains," she said. "Many passenger cars with troop trains went through, and lots of equipment from Fort Leonard Wood, going both ways."

In Tapp's time, the passenger trains stopped in Marshfield twice a day. At 8 a.m., one train would head west toward Springfield and into Oklahoma. Then, another train stopped at 4 p.m., on its way into St. Louis. The Frisco main line ran from Oklahoma City to St. Louis; the high line went from Springfield to Kansas City; one branch line ran from Monett to Fort Smith; and another branch line ran from Springfield to Memphis.

The Marshfield depot employed one agent, who handled public relations, bookwork and paperwork, and three telegraph operators, who took and delivered Morse Code messages, sold tickets, and handled freight business. Operators were also expected to "hunt and peck" using a typewriter. Plus, they acted as postal workers, selling stamps or accepting packages or letters on Sundays when the post office was closed. The mail bag would be thrown

onto a passenger train. The depot was open 24 hours a day, seven days a week, and the operators worked three shifts.

On May 13, 1967, the last passenger train came through Frisco train depot, number 213. The building was used as an agent office until 1971. (*Mail Staff, September 8, 2004 via the Internet*)

BNSF 'MASCOT DOG' MISSING

(*Haslet, Texas*) – BNSF workers in Haslet, Texas are trying to find a dog

that's been missing since September 12. The employees are offering a \$200 reward. Seems Lowrider, the dog's name, is important to everyone at the railroad in this north Texas town. Patti Smith, a manpower planner at the rail yard, said the dog was dumped at the yard about 10 years ago when she was a puppy. Over the years, she has become part of the operation. "She is a special dog. She is so lovable. She knows what you need. If she sees you're upset, she

comes over to you. She's everybody's buddy. She rides in the vans with the crews around the yard." Smith said the crews raised almost \$2,000 last year so Lowrider could have surgery. In recent months, she has had a clean bill of health. Lowrider is grayish and appears to be part German shepherd and part basset hound or dachshund. She was wearing a collar and a tag with her name and license. Rice can be reached at (972) 567-9670.

AMTRAK NEWS

TRUCKER IN 1999 AMTRAK CRASH CONVICTED

(*Kankakee, Ill.*) - The trucker involved in a 1999 Amtrak derailment that killed 11 people was convicted August 11, 2004 of felony charges for violating rules governing hours truckers can be on the road. The accident also injured 122 others aboard Amtrak's *City of New Orleans* and pushed federal officials to overhaul truckers' hours-of-service rules for the first time since 1939. John R. Stokes was found guilty by Circuit Judge Clark Erickson of willfully violating the maximum time limit for commercial truckers and of willful failure to keep an accurate logbook, said the prosecutor. Stokes was driving a truck loaded with steel that ran into the path of the train at a crossing on March 15, 1999. The impact derailed the train, sending it smashing into rail cars loaded with steel beside the tracks.

The National Transportation Safety Board ruled that his failure to heed crossing signals and gates caused the accident. Investigators also said Stokes had gotten just three to five hours of sleep in the 38 hours before the accident; federal rules at the time required an eight-hour break after 10 hours of driving.

AMTRAK TO STOP CARRYING MAIL

Amtrak confirmed August 31, 2004 that it will stop carrying bulk mail Oct. 1, choosing instead to focus on its core business of transporting passengers. "Amtrak's management decision to transport mail in box cars and passenger

trains has been disruptive to passenger train operations," said Amtrak spokesman Cliff Black, adding that the marginal profits produced by carrying bulk mail were small enough that it made sense to ... do a better job of carrying passengers."

Amtrak informed the USPS of its decision the last week in August. It has carried bulk mail on its passenger trains since it began service on May 1, 1971. Black said Amtrak is ending its transportation of all bulk mail shipments, including shipments from the USPS as well as from less-than-truckload carriers. Most of the bulk mail carried by Amtrak is from the USPS. This year, the USPS' contract with Amtrak was worth \$60 million, though it changes on a yearly basis.

Amtrak primarily carries First-Class mail on short-distance routes and Periodical mail on long-distance routes. Amtrak is under pressure from the Bush administration to operate more efficiently. The administration proposed giving Amtrak a \$900 million annual subsidy when the new fiscal year begins Oct. 1. However, Black said the \$900 million figure is about half the amount needed and could force the railroad to shut down before next summer.

Ending mail service on Amtrak is likely to shift more bulk mail to freight railroads, long-haul trucks and airline service, according to the USPS. Mailers are concerned that the stoppage could delay shipments. "I am big-time concerned about how the USPS plans to move this mail, which currently gets to the West Coast in four days," said Glenn

Sollenberger, director of postal affairs - distribution at Fry Communications Inc., Mechanicsburg, PA. Fry is a printer - mailer of weekly publications, including DM News. It ships its weekly bulk mail on Amtrak via the USPS.

"My guess it that it will add at least two days to the delivery of these weekly publications," Sollenberger said.

Here are some changes to Amtrak trains resulting from the cessation of its mail-carrying:

As a result of the company's decision to exit the mail and express business, Amtrak is making changes to the Palmetto, Three Rivers and Pennsylvanian, starting November 1. Amtrak's decision to exit mail and express will improve some schedules and keep the railroad's focus on its core passenger service business.

Amtrak President David Gunn recently told employees that the mail business, which takes a toll on passenger operations, no longer made business sense for the railroad.

Palmetto service, trains 89 and 90, which operates from New York through Tampa to Miami as coach only, will no longer serve Florida. As of Nov. 1, this train will operate between New York and Savannah, GA, on a better schedule. Cities that will no longer have rail service:

Waldo, Ocala, Wildwood and Dade City - will be connected by motorcoach with the Silver Star at Lakeland and Jacksonville. While the Silver Star, trains 91 and 92, will continue its New York to Miami run via Orlando, it will begin serving Tampa and Lakeland

(previously served by the Palmetto) on Nov. 1. This route change will also restore sleeping car accommodations and dining car service to those cities.

The schedule of the New York-Pittsburgh-Chicago Three Rivers was designed to meet the needs of the mail business. As a result of ending the mail business, the train will undergo significant changes. With the new timetable, both the Three Rivers and the

Pennsylvanian will be replaced by a single New York-Pittsburgh-Chicago train, which will run roughly according to the schedule of the Three Rivers, but without a sleeping car.

In March, service on this train west of Pittsburgh will be eliminated, following the legally required notice to the communities that will no longer be served by Amtrak; Youngstown, Akron and Fostoria OH, and Nappanee, IN.

The withdrawal from the mail and express business will impact some employees, but many will have the opportunity to remain with the company in other capacities.

Finally, as a result of surplus equipment and the expiration of the postal service contract, Amtrak is arranging for the disposal of roadtrailers, bogies and other equipment used for the mail and express business. (*Via Internet*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

MEMPHIS – Memphis Railfest 2004 – Saturday, October 16, 2004 – Sponsored jointly by the Gulf, Mobile & Ohio and Louisville & Nashville Historical Societies, this will be a large railroad event. It will be held at the Hilton Hotel (formerly the Park Vista), 939 Ridge Lake Blvd., Memphis, Tennessee from 9 a.m. to 3 p.m. October 16.

Admission will be \$4.00 for adults (\$2.00 for GM&O, L&N Historical Society members). Kids under 12 free. If you'd like to rent a table, they are \$25 for non-GM&O/L&NHS members, \$20 for members. Contact Memphis Railfest 2004, c/o David Johnston-GM&OHS, 3955 Muirfield Drive, Memphis TN 38125-2505, email:

DMJ4501@bellsouth.net or Ken Donnelly, 815-791-0201.

THOMAS THE TANK ENGINE SCHEDULE

Although it's not coming to Arkansas, an operating engine made to look like the famous Thomas the Tank Engine is running 40 excursions at railroad museums this year. Just for you information, here's its' schedule through November, 2004. The closest it comes to Arkansas is Oklahoma City in October.

From their official website: "A Day Out with Thomas is an exciting way for children and their grown-ups to enter the world of Thomas & Friends. They represent an opportunity for kids to take a ride on board a train pulled by Thomas, and have their picture taken with Sir Topham Hatt, the Controller of Thomas' Railway. Each of the events offers visitors a fresh and unique experience that distinguishes host US Railroads. Different forms of entertainment, from petting zoos and pony rides to face painting and magic shows, make each Day Out with Thomas event special. In addition, every location includes a special viewing station for Thomas & Friends videos, story time and temporary tattoos of Island of Sodor friends.

Aug. 6-8 & 13-15 - Railroad Museum of New England, Waterbury, CT, www.rmne.org

Aug. 20-22 & 27-29 - Delaware & Ulster Railride, Stamford, NY, www.durr.org

Aug. 20-22 & 28-29 - Illinois Railway Museum, Union, IL, www.irm.org

Aug. 27-29 & Sept. 3-6 - Fillmore & Western Railway, Fillmore, CA, www.fwry.com

Sept. 4-5 & 11-12 - Tennessee Central Railway, Nashville, TN, www.tcry.org

Sept. 10-12 & 17-19 - Cincinnati Railway, Lebanon, OH, www.cincinnati-railway.com

September 18-26, December 3-5 - Strasburg Rail Road, Strasburg, PA, www.strasburg-railroad.com

Sept. 18-19 & 24-26 - Boone & Scenic Valley Railroad, Boone, IA, www.scenicvalleyrr.com

Sept. 24-27 - Austin Steam Train Association, Austin, TX, www.austinsteamtrain.org

Oct. 1-3 & 8-10 - North Carolina Transportation Museum, Spencer, NC, www.nctrans.org

Oct. 1-3 & 8-10 - Oklahoma Railway Museum, Oklahoma City, OK, www.oklahomarailwaymuseum.org

Oct 8-10 & 16-17 - Colorado State Railroad Museum, Golden, CO, www.crrm.org

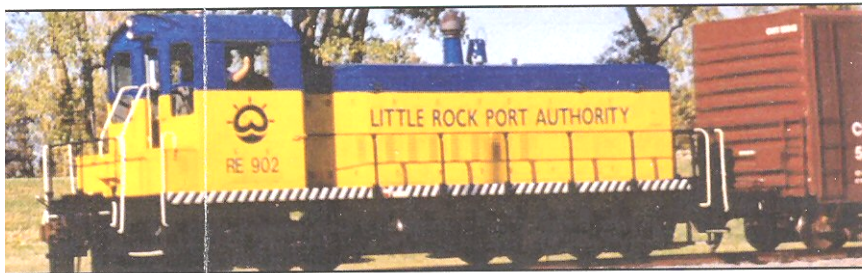
Oct 8-10 & 15-17 - Mt. Dora & Lake Eustis Railway, Mt. Dora, FL, www.mtdorarailway.com

Nov. 6-7 & 13-14 - Essex Steam Train, Essex, CT, www.essexsteamtrain.com

Nov. 13-14 & 19-21 - Orange Empire Railway Museum, Perris, CA, www.oerm.org



SS-394, Submarine *Razorback*, arrived at the Little Rock Port on August 5, 2004 after a long voyage from Turkey. It will be moved to the North Little Rock side of the Arkansas River on August 29 and eventually become part of a marine park. Sub Facts: Keel laid by the Portsmouth Naval Shipyard, Kittery, ME, 9SEP43; Launched: 27JAN44; Sponsored by Mrs. Henry F.D. Davis; Commissioned: 3APR44 with LCdr Albert M. Bontier in command; Decommissioned: 1AUG52; Recommissioned: 1JAN54; Decommissioned and struck from the Navy List 30NOV70; Sold to Turkey to serve as Murat Reis (S-336) 30NOV70; Decommissioned, donated and moved (under tow in ocean, via barge on Mississippi and Arkansas Rivers) to North Little Rock August 2004 (Photo courtesy of Willa Pinkerton, railroad agent of the Little Rock Port Railroad)



The Little Rock Port Authority Railroad is a switching railroad that serves the Little Rock Port Industrial Park. The line extends from its junction with the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company near the Little Rock National Airport to the Arkansas River at the Little Rock Port dock facilities. The system includes several spur lines to industries within the Industrial District and a marshaling yard where interchange takes place between the

Little Rock Port Authority Railroad and the Union Pacific Railroad and the Burlington Northern Santa Fe Railway Company. The Port Railroad operates on approximately 13.6 miles of track.

The Port Railroad is a vital link in the transportation network for the Little Rock Port Industrial District extends throughout Arkansas and the entire Class I Railroad System. The Port railroad provides direct intermodal connections with the Port terminal on the Arkansas River for over 40 industries, warehouses, and distribution companies in the Port district along with numerous shippers from the central Arkansas region. This allows shippers to access global market areas via the Arkansas and Mississippi Rivers systems through the international port at New Orleans, Louisiana.

The Port Railroad operates with a four man crew. Switching services are available seven days a week. The Port Railroad connects to the Union Pacific Railroad and by trackage/haulage rights to the Burlington Northern Santa Fe. The Port Railroad is a Surface Transportation Board certified switching railroad authorized by ICC Federal Docket No. 24549 dated August 4, 1967. The Port Railroad activated certification in June 1972, and hired a four man crew in October 1974. Employees are under all Federal Railroad regulations (Engineer Certification, Safety Regulations, and Track Maintenance). The track is maintained for a Class II railroad. The 900 HP diesel electric EMD locomotive built in 1952 is leased from RELCO Locomotives. The mainline track is 133# rail. More information about the Little Rock Port Authority and its railroad is available online at: www.littlerockport.com.

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.



On September 4, 2004, the Arkansas Railroad Club had its annual picnic at Peter Smykla, Jr's Paperton Southern Junction in Pine Bluff, Arkansas. Peter started Alco No. 303 for photographers. We had one of the best attendance in recent years and there was plenty of ham, corn beef, turkey and cheese to make many sandwiches.



This will be a rare photograph. It shows WWII Submarine *Razorback* in the Arkansas River and a River Rail Streetcar on the Main Street Bridge in the background. They were testing the streetcar system and I just happened to see it and ran to the submarine to capture this photo. Date was August 31, 2004, about 7 p.m. (Ken Ziegenbein photo)



LEFT – Streetcar 409 about to go onto Markham Street in Little Rock after crossing the Arkansas River on the Main Street Bridge, heading south. They were making a test run of the system, which is supposed to open November 1. **RIGHT** – Heading west on Markham Street in front of the Peabody Hotel. The Capitol Hotel is to the left. (Ken Ziegenbein photos)