

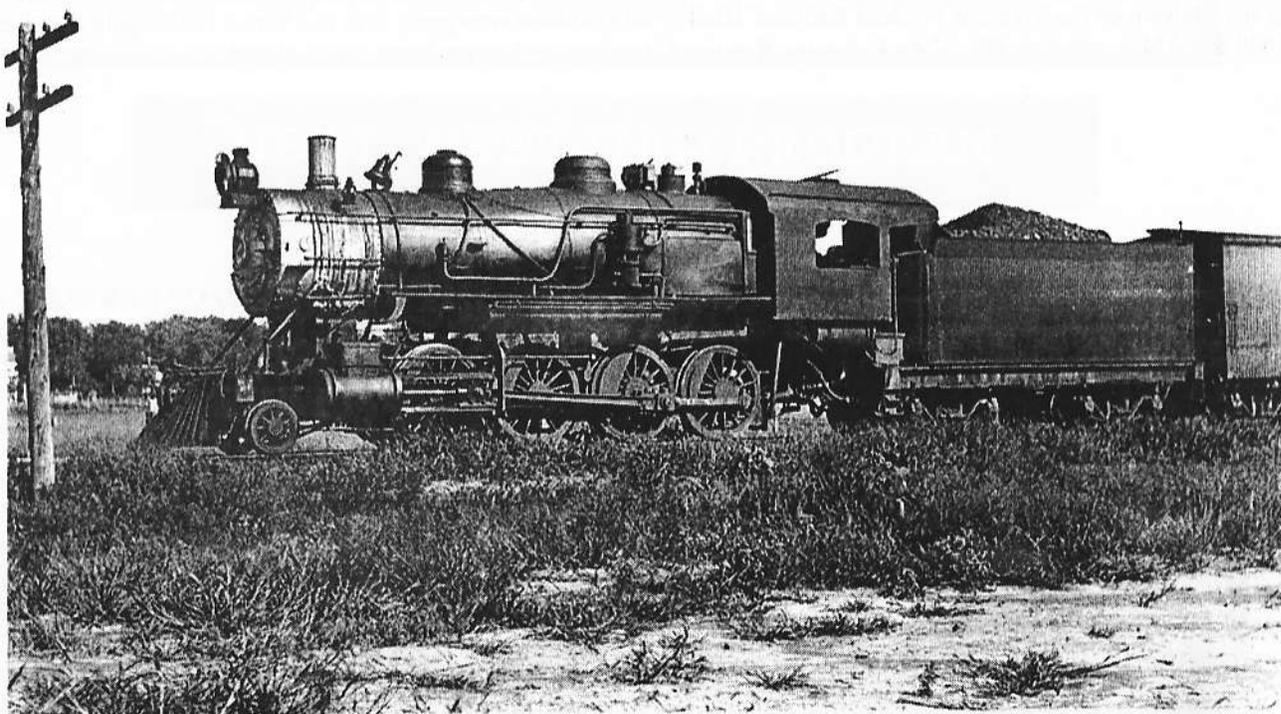


ARKANSAS RAILROAD CLUB



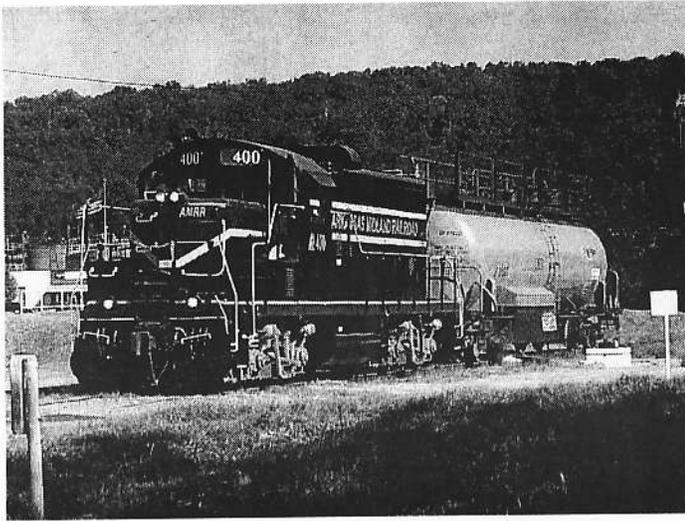
Little Rock Chapter
NRHS

VOLUME 33 NUMBER 10 OCTOBER 2002

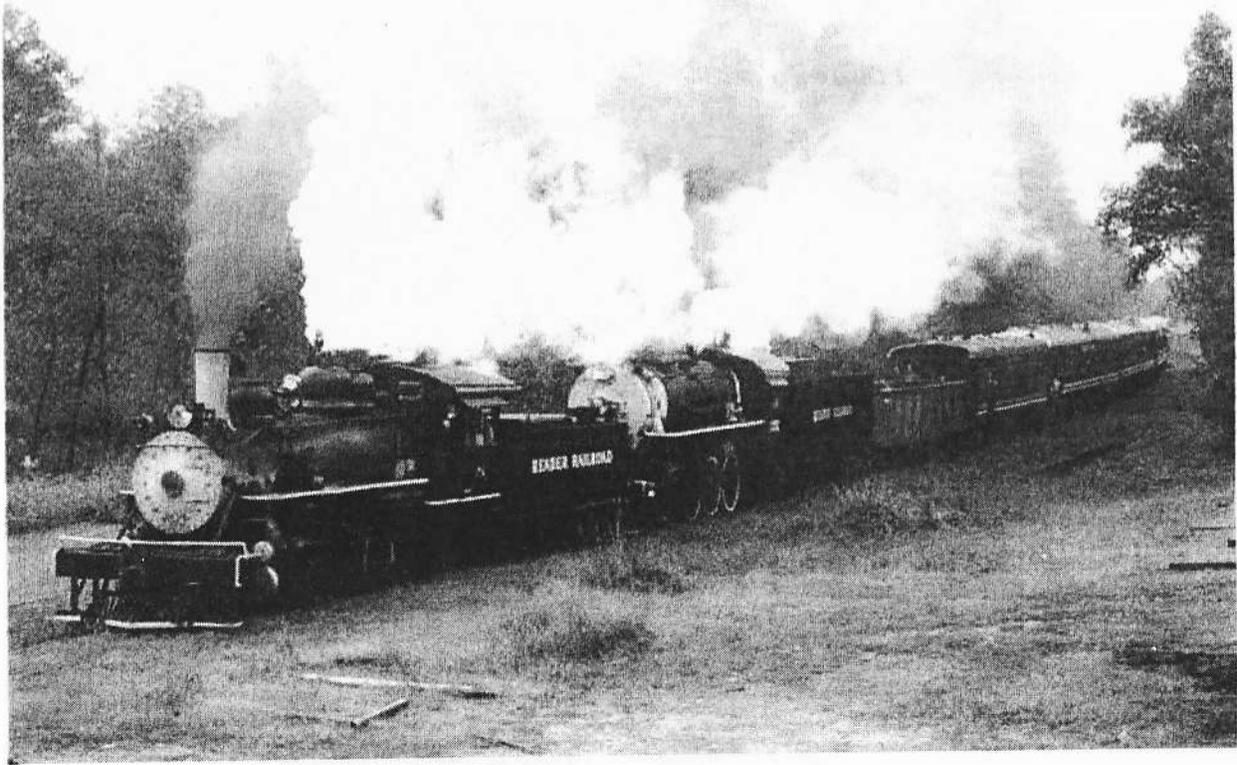


St Louis, Iron Mountain & Southern engine 44 at Butler, Missouri, date unknown. *(David Briggs collection)*





On Saturday, September 7, 2002, an emergency drill was held on the Stratcor property, U.S. Uranium off Highway 270 between Hot Springs and Malvern on the Arkansas Midland Railroad. Used in the simulated emergency drill was Union Pacific yellow tank car UP911000 and AM locomotive 400. (John Robinson, Warning Coordination Meteorologist, NWS, photo)



READER ENGINE 108 BEING RESTORED - Seen above pulling a Reader RR excursion in 1972, Reader Prairie locomotive #108 is now being restored in Sulphur Springs, Texas by the Blacklands Railroad, Rannoch Corporation. Nathan Bailey said it may be steamed up again in a year. The engine was built by Baldwin in 1920 for the San Augustine County (Texas) Lumber Company and would up in freight and passenger service on the Reader RR in southwest Arkansas in 1956. It served there until 1976 when it went to the Conway Scenic Railroad, where it served a tourist road until 1988, then displayed there. Rannoch Corp bought it in November 1999 and brought it back to Texas. (Thanks to Nathan Bailey)

2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026)

VICE-PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030)

TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)

SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)

EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)

NRHS DIRECTOR - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)

PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)

TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)

HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)

BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)

BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412

BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)

BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

NEXT MEETING/PROGRAM

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

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

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

The next meeting of the Arkansas Railroad Club, Little Rock Chapter NRHS, will be **SUNDAY, OCTOBER 13, 2002** at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Refreshments will be served. Time will be 2 p.m. The program/slide presentation will be given by CRAIG GERARD. The subject will be railroading around St Louis.

NOMINATING COMMITTEE will be working to have a slate of potential officers ready by the October meeting. If you are interested in being an officer of the Arkansas Railroad Club, let President Fred Fillers know.

ANNUAL CHRISTMAS PARTY will be Saturday, December 14 at the usual site, the University Park Adult Leisure Center, 6401 West 12th Street, Little Rock (west of University Drive). Plan now to attend and plan on not having any conflicts.



WANTED : FOR SALE OR TRADE

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

WANTED - 11x14 frames for photographs for the Arkansas Railroad Museum in Pine Bluff. Also needed is a black and white photo of the Cotton Belt depot in North Little Rock and the Operations Manual or Wiring Diagram for a U28B GE/ALCO locomotive. Contact Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227, 501-224-6828.

WANTED - I have a 14x22-inch original India Ink drawing by national artist Emmett Watson which illustrated a story in RAILROAD MAGAZINE around July 1933. The story was titled "Rusted Rails." and the drawing has written on it: "ON

THAT ENGINE QUICK," roared Robin, "WE'RE GOING DOWN WITH THE LOAD OF ORE IN SPITE OF 'EM!" I need a copy of the story "Rusted Rails." REWARD. (The drawing is a Colorado snow scene). P. B. Wooldridge, PO Box 716, Lewisville AR 71845-0716.

WANTED - I am hoping that someone in your group can help me. I am looking for a fairly recent picture of the preserved Frisco Mikado that is located in Fort Smith Arkansas. I have looked everywhere for a recent picture of this engine. She is located at the trolley museum in Fort Smith. I have contacted the museum and they have said they were going to update their web page, but that was about a year and a half ago. I would really appreciate any help that could be provided. Thanks, Eric Lauterbach, ealauterbach@earthlink.net

FOR SALE - Steve Goen's new book "Down South" on the Rock Island,

Volume One, 1940-1969, featuring over 300 rare color photos covering Rock Island operations in Texas, Oklahoma, Arkansas, Louisiana, New Mexico and Tennessee from 1940 through 1969. It was scheduled to be published in September 2002. Price is \$59.95 plus \$4.00 postage. Send orders to Steve Goen, 1519 Sweetbriar Drive, Wichita Falls, TX 76302-2911, or call 940-767-4843.

FOR SALE - Remember that The Arkansas Railroad Club also has the following books for sale: Reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, hardbound for \$24.95 plus \$5 shipping and the club's 120-page book *Railroad Stations and Trains Through Arkansas and the Southwest*, for \$29.95 plus \$4.50 shipping. Order through White River Productions, 24632 Anchor Ave, Bucklin MO 64631, 877-787-2467. We have a few left locally as well.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

INDIANA - CSX - To abandon a 0.61-mile portion of its Sequoia Supply Industrial Track extending from milepost BD-127.19, at the east side of Holmes Street (marked on the ground as milepost BD-126.9), to milepost BD-127.80 (end of track), in Indianapolis, Marion County, IN. Effective on September 3, 2002. (STB Docket No. AB-55 (Sub-No. 621X), decided July 22, served August 2, 2002.

MICHIGAN - CSX - To abandon a portion of its line of railroad in its Western Region, Chicago Division, Grand Rapids Subdivision, Hamilton Industrial Track, extending from milepost CGB 19.00 in Holland, MI, to milepost CGB

12.90 in Hamilton, MI, a total distance of approximately 6.1 miles. A final decision will be issued by November 29, 2002. (STB Docket No. AB-55 (Sub-No. 619X), decided August 22, served August 30, 2002.

MONTANA - MONTANA RAIL LINK, INC. - To abandon a 4.35- mile line of railroad, including rail yard facilities in Polson, MT, between milepost 29.05 and milepost 33.40 on MRL's 11th Branch Line Subdivision, in Lake County, MT. It includes the station of Polson. (STB Docket No. AB-575 (Sub-No. 1X), decided August 23, served August 30, 2002.

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

RARE NON-INJURY CROSSING ACCIDENT

(Redwater, Texas) - On August 29, a teenager and a toddler escaped without a scratch after a 21-car Union Pacific freight hit their sedan at a crossing at 60 mph. Jessica Riggs and her 3-year-old nephew were southbound and crossed the railroad tracks and was struck by the train. The crash demolished the trunk of the car, but she was still able to drive the car a block or so to a driveway, uninjured. She said: "We were coming from daddy's house and I had turned up the radio to sing," indicating that she could not hear the train's horn. "I glanced over and saw something." Realizing it was a train, she hit the accelerator and said the train barely missed hurting us. "I had to thank the Lord. I still have Zachary, but my parents are going to kill me."

If the impact had been only few inches toward the middle of the car, they would both be dead. Texas Dept of Public Safety trooper David Lee said it was a rare sight to see a train-car collision where the car's occupants were not injured. He also praised the teenager for her honesty in telling him that she simply wasn't paying attention when she crossed the tracks. "I have an immense respect for young people who accept responsibility for their actions," he said. "You sort of feel for the train crew, too," he said. "Their guts are turning inside out over this." (Texarkana Gazette, August 31, 2002 via P. B. Wooldridge)

CONSERVING ENERGY

The American Public Transportation Association, announced on July 17, 2002 a new study called "Conserving Energy and

Preserving the Environment: The Role of Public Transportation." Its findings make a strong case for building a balanced transportation system and investing in transit. The study said that if just one-tenth of all Americans regularly used transit, the U.S. could: 1) Reduce imported oil by 40%; roughly all we import from Saudi Arabia; 2) Save more energy than all the energy used in the U.S. by the petrochemical and food production industries; 3) Reduce carbon dioxide emissions by more than 25% of the standard set by the Kyoto Agreement.

JULY 25 1832 - A cable chain breaks while demonstrating Granite Railway's incline to several visitors resulting in the first railroad fatality.

CROSSING ACCIDENT AGONY

The mystery of why a driver crosses railroad tracks in front of a train often confounds investigators and safety experts trying to prevent fatal crashes. The unanswered question also haunts train engineers already anguished by the scenes before their eyes. "The last thing they see are the people they're going to strike," said Shel Senek, Ohio coordinator for Operation Lifesaver. "And they're helpless."

In his 23 years as an engineer, Terry Ludban has been involved in three crashes. He still gets chills when his locomotive approaches crossings. "The frustrating thing is we can't do anything to stop that crash," he said. "You can only hope that they make it or they decide to stop. Otherwise, it's all going to unfold in front of you."

Some motorists misjudge the speed of trains and the time it takes to cross the

tracks, Senek said. "When you are looking at it perpendicular or at any angle, a locomotive traveling at 55 miles an hour looks like it's traveling 25 miles an hour," he said.

CSX engineer Terry Ludban, said he was going less than 30 miles an hour and blowing his whistle when he was involved in his first crash, in Medina County in 1984. A woman late for work tried to beat his train. "You look right in their eyes. They look right up at you," he said. "You look down in that car and you see kids, you see the family dog, you see toys." And, he said, train operators are usually the first to arrive at a shattered vehicle. "It sticks with you forever," he said. Ludban, 47, said some engineers are so traumatized by a fatal crash they never returned to work.

Statistics shed little light on what leads to crossing accidents: 1) Nationwide, 419 died in crossing collisions in 2001, down from 425 in 2002 but up from 402 the previous year. 2) *Nearly 50 percent of the crashes happen at crossings with active warning devices, such as gates, lights or bells.* The number of gated crossings has more than doubled since 1980. 3) *Most crashes occur when the train is traveling less than 30 mph.* (The Cincinnati Post - August 9 2002)

EATING MORE? - A report by the United Nations said that there will be increase in food consumption in developing countries from 2100 calories to 2700 calories a day by 2025 and from 3000 calories to 3400 calories a day in industrialized nations.

FRISCO 4-8-2 #1522 TO END SERVICE

A planned last trip for the former Frisco

1522 steam locomotive is expected to be run September 28 and 29 between St Louis and Newburg, Missouri and return. It will operate under Amtrak's insurance umbrella, since the insurer once used will no longer insure train excursions. After the trip, the St Louis Steam Train Association, owners of the engine, will return it to a static display at the Museum of Transportation, after 15 years of excursion service. The Association was formed in 1986 to restore, maintain and operate the 4-8-2 Mountain-type locomotive. It is owned by St Louis County.

Contact the St Louis Chapter, NRHS, for more details (2129 Barrett Station Road, PMB 271, St Louis MO 63131-1638 or go to the official website: <http://www.frisco1522.org>

They are halting operations because of rising costs of liability insurance, limited access to major railroad main lines, required work on the engine to comply with new FRA boiler regulations, and the lack of volunteers to run excursions.

An interesting sidelight: When Amtrak was asked if they could run the train, they said yes right away and reinspected the 1522 as well as records of the Association. Then they looked for a line they could run it on. They looked at the BNSF, Norfolk Southern, Union Pacific and CN/IC. **All these railroads were willing to consider the excursion except the NS**, which said: "No...they would not allow any steam powered trains on their tracks, even if operated by Amtrak." (*Editor's note: I thought it was interesting that UP even considered it*)

The 1522 was built for the Frisco in 1926 by Baldwin. It is one of the oldest main-line operating steam engines in the U.S. and is the only example of a Mountain-type 4-8-2 still in operation.

The official main-line break-in run of No. 1522 was over the Wisconsin Central Railroad in July 1988. It ran between Schiller Park, Illinois to Fond du Lac. Shortly before those trips, Wisconsin Central founder Ed Burkhardt turned 50 and was at 1522's throttle on a trip for his family and guests aboard a business car on a short freight. (*The Fast Mail of the 20th Century RR Club, and The Gateway Railletter, St Louis Chapter NRHS, August 2002*)

REMEMBER CARNIVAL TRAINS?

(*Buffalo, New York*) - At least one carnival train still exists in this country. Strates Shows, which operates the amusement rides at the Erie County Fair in Buffalo and others, is the last and only carnival outfit in the country to move its operation almost entirely by train. The Strates Shows train has 55 cars. Forty-five are flat cars used to carry the approximately 50 amusement rides, plus a boxcar for generators and maintenance equipment. If Strates Shows were to use trucks - as all other carnival companies do now - the load would fill 250 semis.

Five "coach" cars have rooms for the 70 or so people who operate the rides, sell tickets and do maintenance. They live two to a room. For senior employees, there are three staff cars, each with four private rooms and a shared living room. And Car 21 is a 90-foot deluxe car for E. James Strates, who, along with his three sons and two daughters, owns Strates Shows. There is no dining car. Strates and the senior staff have kitchens in their rooms, while others make do with coolers and small hot plates or microwaves. Every morning, buses shuttle workers from the train to the fairgrounds, and every night, back again. This is the routine for nine months a year.

Strates Shows, based in Orlando, Fla., chases cool weather north for the first part of the summer, and then, as fall approaches, heads back south. The circuit this year included stops in South Carolina, North Carolina, Maryland, Connecticut, Michigan and New York.

Raul Hoffman, who has lived on the train since 1959, has done just about every job for Strates Shows, from operating rides to supervising the train to maintaining the equipment. Now he is in charge of training workers. "The best thing about the train is once you lay down and the train starts moving," said Hoffman, 69. "It kind of rocks, and you hear the clack-clack-clack - that's the best kind of sleep there is."

There was a time when all carnivals moved on the rails, like so many hobos. Strates Shows was started in the early 1900s in the Southern Tier by James E. Strates, a Greek immigrant and E. James Strates' father.

The Strates Shows is slowly adapting to trucks. It already uses almost 30 trucks and has converted much of its equipment to fit

onto trailers. Strates said that when truck travel makes better business sense, the company will abandon its train. For some, the loss, which seems all but inevitable, will be greater than 55 cars. "A lot of the workers don't have family, so this becomes their family," Raul Hoffman said of the fair and the train. "It's become part of their life." (*Buffalo News, August 18, 2002*)

BNSF ADDS NEW GUARANTEED SERVICE

On Sep 9, 2002, BNSF announced that at the beginning of the September-November intermodal peak shipping season, they will add guaranteed intermodal service lanes between two Northern California cities Stockton and Richmond—and Dallas/Fort Worth. BNSF is now offering guaranteed delivery times in 18 traffic lanes. For premiums at three service levels, BNSF either delivers shipments at scheduled availability times or gives the customer a 100% refund. More than 8,000 guaranteed loads have moved over BNSF since the service began in May 2000.

REMOTE CONTROL TRAINS

Union Pacific has begun using remote-control trains in parts of California and the technology has spurred a bitter fight between a union and U.P., both in California and nationally, over the safety of the system and the future of hundreds of engineers, whose jobs will become obsolete. The Brotherhood of Locomotive Engineers complains the remote-control operators receive scant training -- just over two weeks. In contrast, engineers train for a minimum of eight months and must receive federal certification. They say, in essence, U.P. is replacing them with less-experienced, less-skilled and cheaper workers, which could spell disaster on the rails. U.P. officials say the remote-control technology actually improves safety and will save them money in the highly competitive shipping market by allowing the railroad to shrink its work force.

Remote-control trains have been in operation in Canada since 1989. In yards where the technology was employed, accidents fell 44 percent over the last four years, according to the American Association of Railroads. And Federal

Railroad Administration officials say the technology has performed flawlessly in the United States, where it has been in limited use for years. Union officials dispute the administration's claim. They tie seven accidents in the United States to the use of remote-control technology, including one March crash in Indiana where an engineer leaped to safety just before a remote-control

train struck his engine.

The remote-control setup is familiar to hobbyists. An operator uses a portable control with a radio transmitter to send signals to the locomotive about speed and direction. A computer on board processes the commands. The system has built-in safeguards. If the control box tilts at more than a 45-degree angle (in case an operator

falls over) an alarm sounds and the train automatically stops. Likewise, if the transmitter loses contact with the engine, the train immediately grinds to a halt.

Union Pacific plans to use the remote control trains only in its rail yards, not intercity runs.

AMTRAK NEWS

AMTRAK CANCELS SOME ACELA SERVICE

In mid August 2002, Amtrak removed all of its high-speed Acela trains from service after discovering cracks and breaks in a heavy bracket on the wheel sets which could fall under the train and cause a derailment or hit other trains and objects along the right of way. By mid September, most had been resumed. The Acela trains serve between Washington DC and Boston MA. Amtrak has 18 Acela trainsets.

ANOTHER PRO-PASSENGER TRAIN POLL

On August 11, 2002, the Washington Post reported a poll on Amtrak and passenger trains with the following results (*it should be noted that a couple of months ago, Gallup/USA Today did a similar poll with almost identical highly-favorable results*). Here are the results of that poll:

Most Americans like the idea of passenger trains, and strongly support subsidizing Amtrak. And those subsidies are not trivial: Amtrak lost more than \$1 billion last year, and was granted an emergency \$100 million loan in July to keep the trains running for the next several weeks.

When asked if the federal government should end all federal aid to Amtrak,

increase aid or maintain it at current levels, the majority (51 percent) opted to keep funding at current levels, 20 percent wanted an increase, and only 17 percent thought federal subsidies should cease (**that's 71 percent who think we should either maintain or increase Amtrak funding**). When the people who opted for current levels of funding were asked to choose between ending all aid or increasing federal assistance, 58 percent said they would increase funding and 29 percent said they would cut it.

While Americans may generally prefer to travel by car or airplane, they are uncomfortable with the prospect of a country without passenger train service. And if the public likes passenger train service, the government would be foolish to cut the lifeline.

WEATHER 'HEAT BURST' - *A rare heatburst event occurred in the San Angelo, Texas area after midnight August 14, 2002. This heatburst developed from a decaying thunderstorm complex south of San Angelo. As these thunderstorms gradually dissipated...they created downdrafts of dry air which warmed by compression as the air descended. The resulting heatburst...which was felt in the San Angelo area...was*

accompanied by a rapid temperature rise...a sudden drop in relative humidity...strong gusty winds and a fall in pressure.

Here's how the temperature changed: At midnight it was 70 degrees; at 12:35 a.m. 75 degrees; at 1:05 a.m. 94 degrees; at 1:20 a.m. back to 73 degrees. All this time the wind was gusting at about 40 mph. (From the San Angelo National Weather Service)

AMTRAK PLANS TO REPAIR DAMAGE CARS

Amtrak President David Gunn said that he plans to start a major program to repair more than 100 cars that were damaged over the years in wrecks or other causes. Gunn decided to go ahead with the repairs even before he knows for sure if Congress will give Amtrak the needed money next year. "If you sit and wait, you'll never get out of this mess," he said. Gunn also said he is seriously looking at Amtrak's express business, which is apparently losing millions each year. It also delays passenger trains and creates ill will among freight railroads. (*Via J Cary Nettles, Wall Street Journal August 12, 2002*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

MARYLAND - TIMONIUM - OCTOBER 12-13, 2002 - The Great American Scale Model Train Show plus the All-American Hi-Rail & Collectors Train Show will be held in Timonium, Maryland

in the Cow Palace at the state fairgrounds. There will be over 500 tables of scale merchandise and 300 tables of Hi-Rail and Collectible Trains (mostly 0-gauge, Lionel, etc). Hours are 9:00 a.m. to 4:00 p.m.

Saturday and 10:00 a.m. to 4:00 p.m. Sunday. Call Howard Zane at 410-730-1036 for information.

MONTANA/WASHINGTON -

OCTOBER 11-20, 2002 - Montana by Steam. Join Montana Rockies Rail Tours and the SP&S 700 steam locomotive for this once-in-a-lifetime rail adventure across the Rockies. This will be the first steam train in Montana in 50 years. It will leave Spokane, Washington October 11 eastbound to Billings, Montana and return from Billings October 17, getting back to Spokane October 20. Fares: \$899 coach; \$1499 Big Sky dome, includes 4 day, 3 night package, hotel overnights, continental breakfast, onboard lunch, full narration and all transfers. **ARKANSAS RAILROAD CLUB MEMBERS GET A 10 PERCENT**

DISCOUNT OFF THE FULL ITINERARY if you mention the email we received on this trip. One-day trips also being booked for \$200. There will be bus tours of Wyoming and other places between the train rides. Itinerary: 1) Saturday October 12 Sandpoint, ID to Missoula, MT; 2) Sunday October 13 Missoula, MT to Bozeman, MT; 3) Monday October 14 Bozeman, MT to Billings, MT; 4) Friday October 18 Billings, MT to Bozeman, MT; 5) Saturday October 19 Bozeman, MT to Missoula, MT; 6) Sunday October 20 Missoula, MT to Sandpoint, ID.
Contact: gary.puta@verizon.net or call 1-

800-519-7245 or (208) 265-8618 for reservations.

TENNESSEE - JACKSON - OCTOBER 19, 2002 - GM&O Historical Society's Fall show will include vendors from many states and is expected to be their largest show ever. 2002 is their 30th year as a society. It will be held at the Four Points Sheridan in Jackson, Tennessee, Saturday, Oct 19 from 9 a.m. to 3 p.m. If you'd like to rent a table (\$22), contact GM&O Show, George Morton Googe, 227 W Baltimore St, Jackson TN 38301.

RARE MILEAGE PASSENGER TRAIN TRIP IN OKLAHOMA/TEXAS - OCTOBER 31-NOVEMBER 3, 2002 - THE OKLAHOMAN LIMITED PASSENGER TRAIN - HANDLED BY BARTON JENNINGS - FOUR DAYS, FOUR RAILROADS, 550+ TOTAL MILES OF WESTERN RAILROADING. Read on for the details:

Trips operate out of CLINTON and ALTUS, OKLAHOMA, and WICHITA FALLS, TEXAS. Come ride with the Southern Appalachia Railway Museum and High Iron on our yearly rare mileage train ride, this year covering four separate railroads over four days. We will cover more than 550 miles (365 of them unique) of railroad in western Texas and Oklahoma. The railroads include Farmrail, Grainbelt, Hollis & Eastern, and the Wichita, Tillman & Jackson. **These will be the first public trips in nearly 50 years over much of this mileage.** Tickets are available for one day or for all four. Come join us on this once-in-a-lifetime event. Seating for this trip is very limited, early reservations are recommended.

Tickets available now for the following trips:

- Thursday, October 31:** Wichita Falls, Texas, to Altus, Oklahoma. \$130
- Friday, November 1:** Altus, Oklahoma, to Clinton, Oklahoma. \$130
- Saturday, November 2:** Roundtrip Clinton to Enid, Oklahoma. \$95
- Sunday, November 3:** Roundtrip Clinton to Frederick, Oklahoma. \$85

TICKET ORDER FORM:

Please fill out the following information and include with a stamped self addressed envelope. Mail along with a check or money order made out to: SARM/High Rail Oklahoman Limited, P.O. Box 5870, Knoxville, TN 37928.

Name: _____

Address: _____

Phone: _____

E-mail address: _____

TICKETS NEEDED:

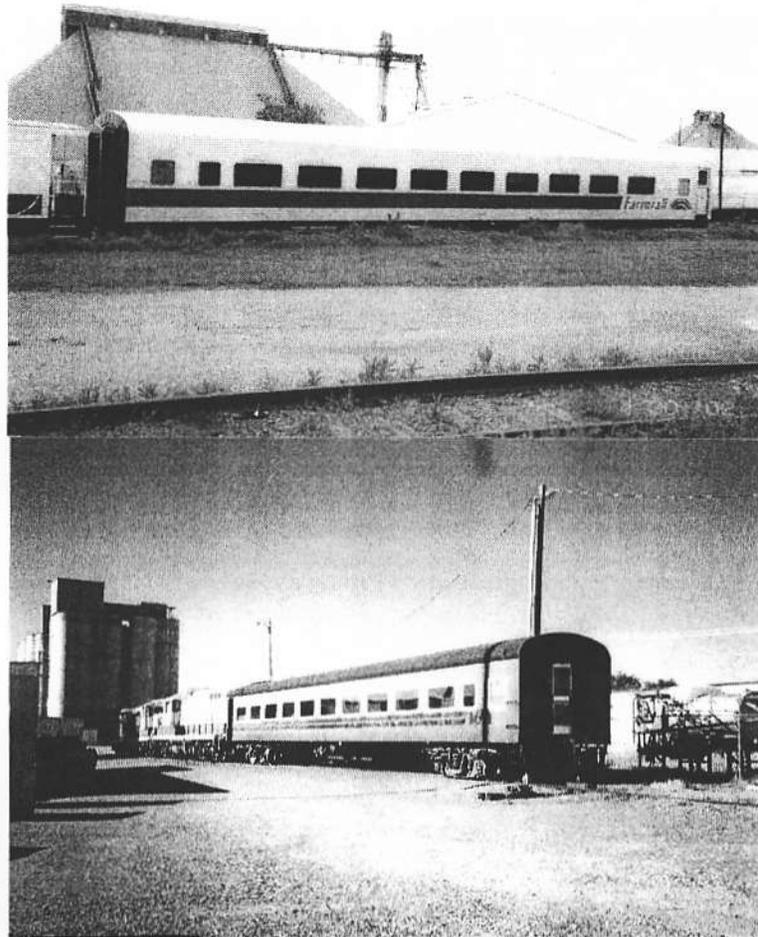
Thursday - Wichita Falls to Altus _____ @ \$130 = _____

Friday - Altus to Clinton _____ @ \$130 = _____

Saturday - Clinton/Enid Roundtrip _____ @ \$95 = _____

Sunday - Clinton/Frederick Roundtrip _____ @ \$85 = _____

Total _____



These are the coaches we'll use on this Farmrail trip, taken by Doug Harley.

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).

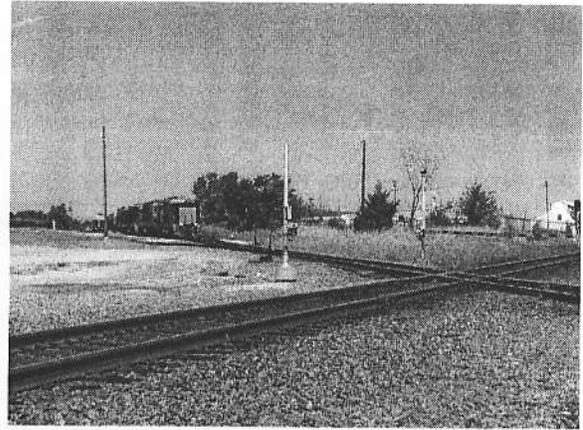
NAME _____

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 South Kansas & Oklahoma is getting ready to cross the UP line at Neodesha, Kansas at 1206 p.m. August 22, 2002. Notice the gates lowered across the busy UP line (there was a UP coal train on a siding just south of town waiting to go north).



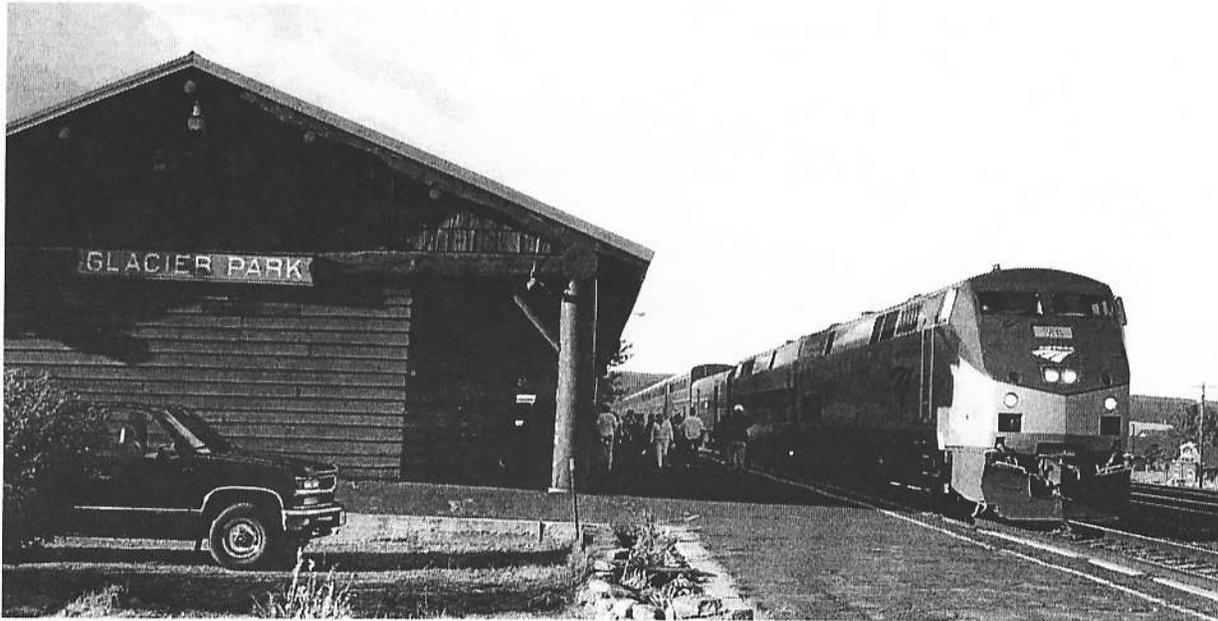
LEFT-BNSF 9776 hauls an empty coal train southbound through Dakota City, Nebraska, 451 p.m. August 23, 2002.
RIGHT-Dakota, Minnesota & Eastern's yard in Huron, South Dakota, August 24, 2002.



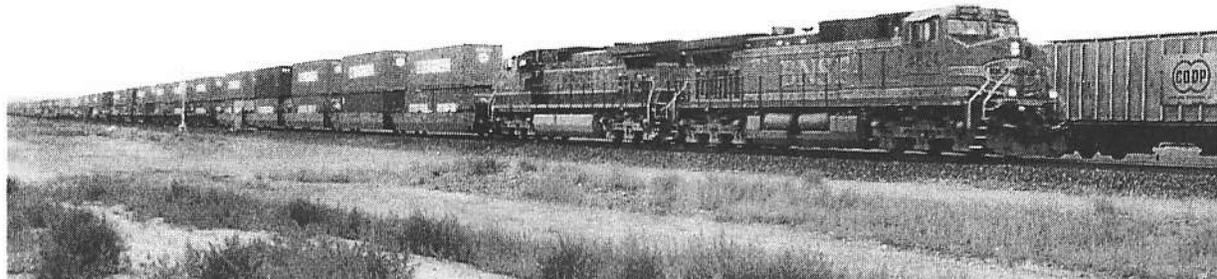
DM&E #6055 ready to leave Huron, South Dakota heading east with a long string of grain cars at 300 p.m. August 24, 2002, a Saturday. (Photos by Ken Zigenbein)



BNSF 9053 is going at least 70 mph as it passes a crossing outside Garryowen, Montana at 1220 p.m. Monday, August 26, 2002, hauling a loaded coal train. Notice the four matched EMD units



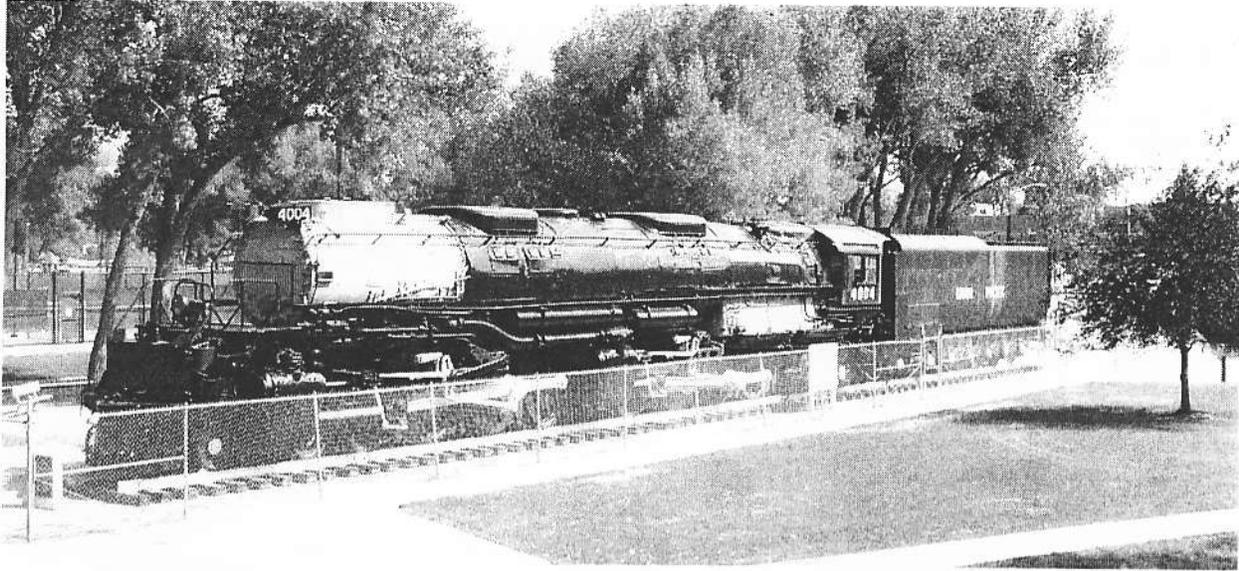
The westbound Empire Builder arrives at East Glacier at 643 p.m. August 27, departing on the advertised at 648 p.m. (it did this the following evening as well, perfectly on time - it's amazing that BNSF can run this train on time most of the time with all their other traffic on this line - why can't others? I know I don't know all there is to know about railroad operations, but someone try to explain to me why Amtrak trains can't be run on time nationwide. Notice the large crowd getting off/on this train. Made me wonder how other Amtrak lines across the country would do if they were run this well.



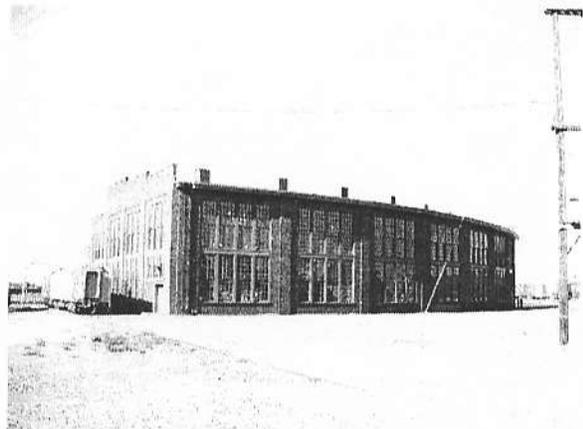
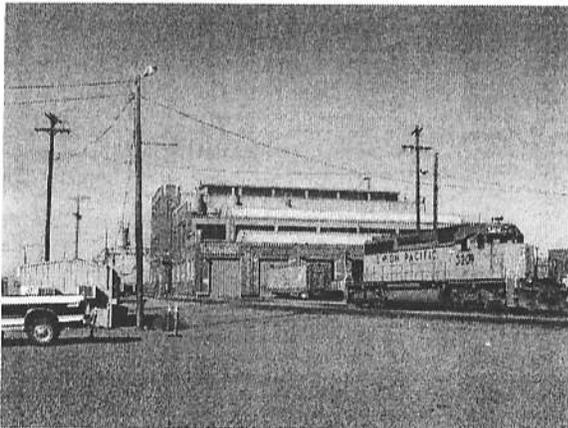
An eastbound BNSF intermodal lead by #4624 passes a westbound train. This was taken off US Highway 2, which runs nicely alongside the BNSF line all the way from Shelby to Cut Bank, Montana. This shot was taken at 1047 a.m. August 27, 2002. If you'd like to see these and other photos from this trip in color, go the web at <http://www.trainweather.com/railmidwest.html>



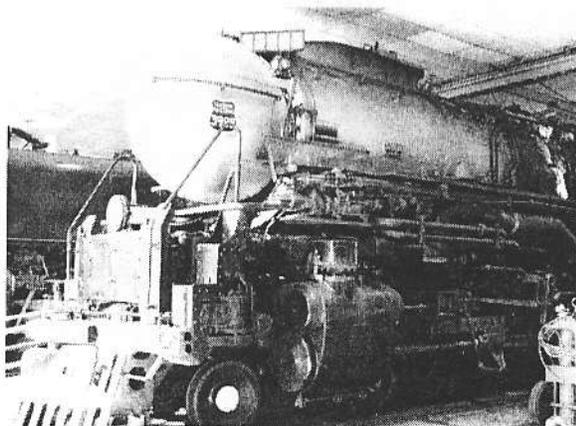
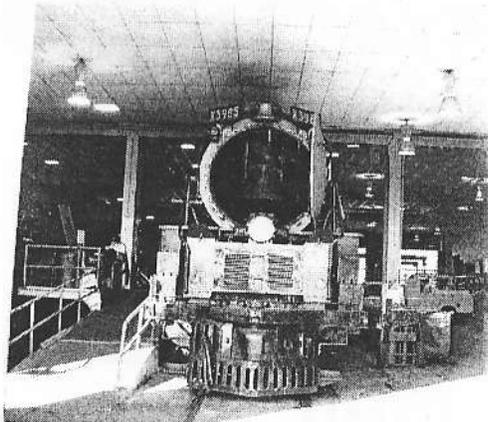
Amtrak's Empire Builder eastbound at Marias Pass (crossing the Continental Divide) at 930 a.m. on August 29, 2002, a Thursday. It was an accident that I saw it here...the bus tour we were taking just happened to have stopped at this pass as part of the tour. The Superliners sort of look like N-scale models against the mountains, right?



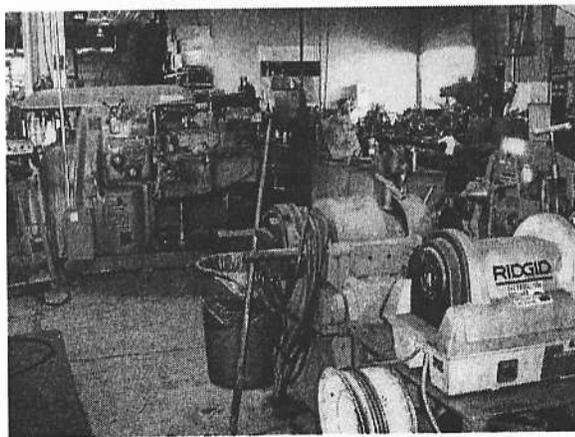
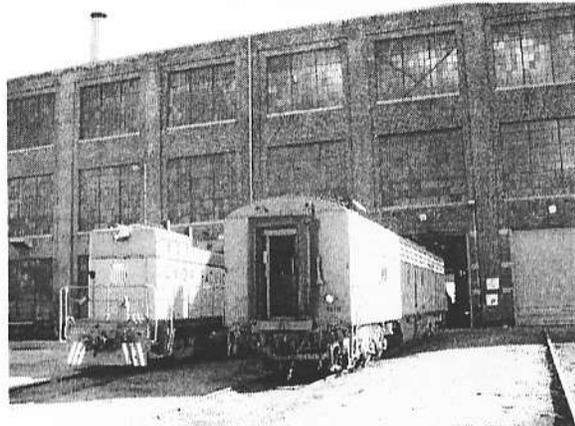
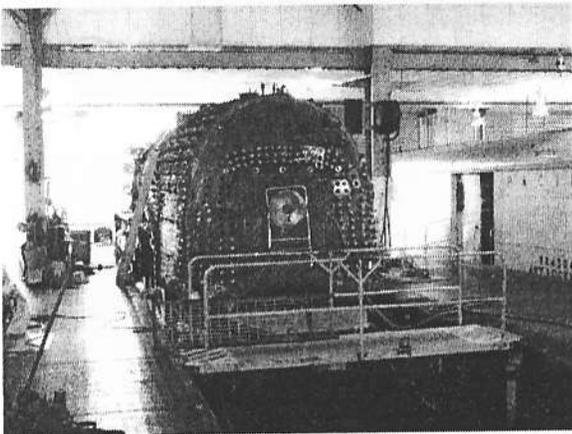
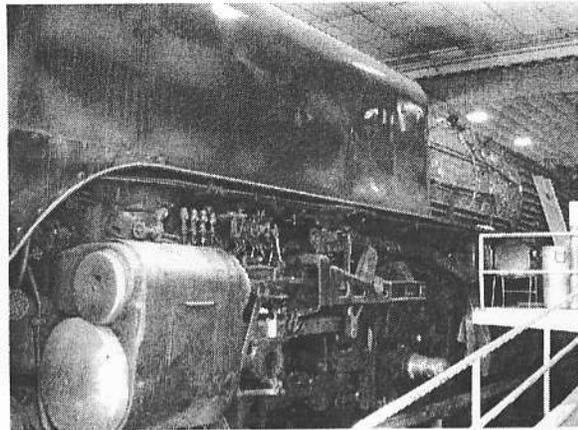
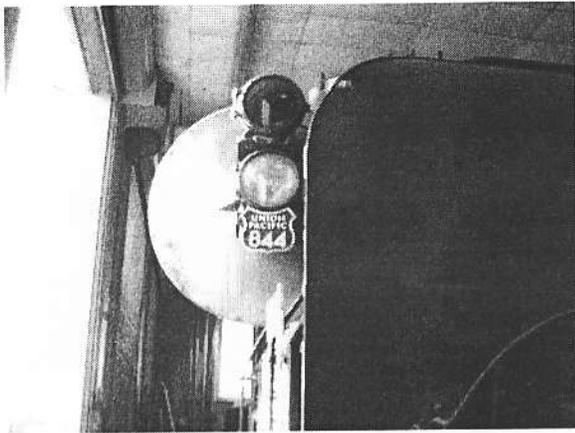
Got this picture of UP's Big Boy No. 4004 in a Cheyenne park on September 3, 2002.



The left shot above is the Union Pacific Steam Shops in Cheyenne, Wyoming on September 3, 2002. The right shot is the UP roundhouse. I toured the facility this day and the photos below and on the next page show some of the scenes. Both the 844 and 3985 steam locomotives were undergoing maintenance, especially the 844.

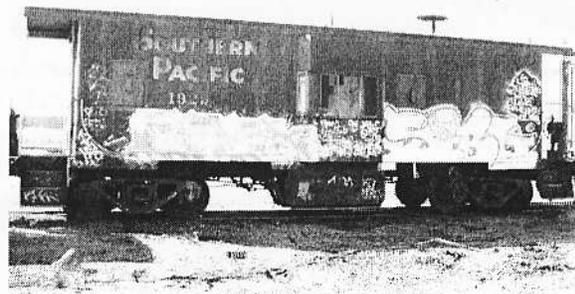
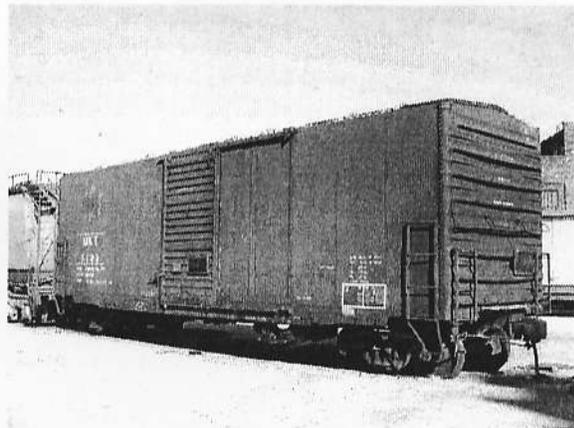


These two photos show the 3985 in the shops.

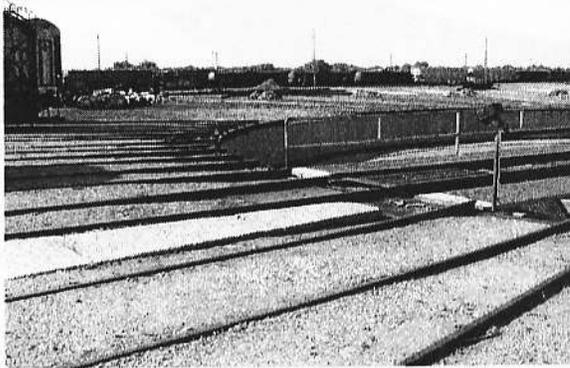
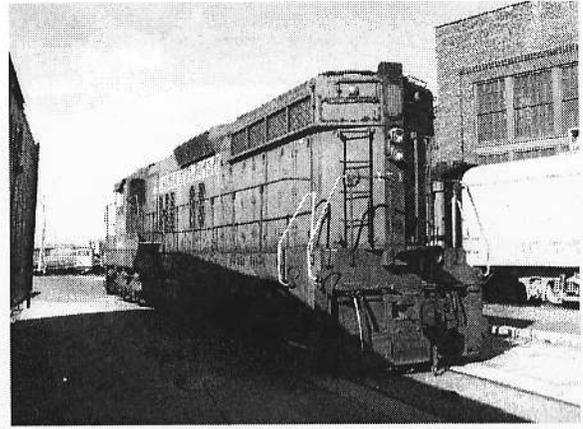
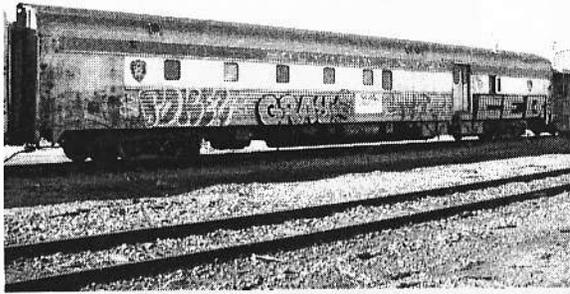


The top 3 show the 844 at the shops undergoing major work. The others show various scenes in and out of the shop areas. UP has a lot of rolling stock outside.

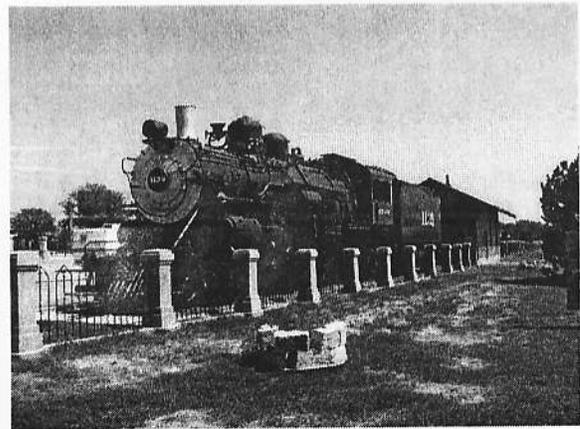
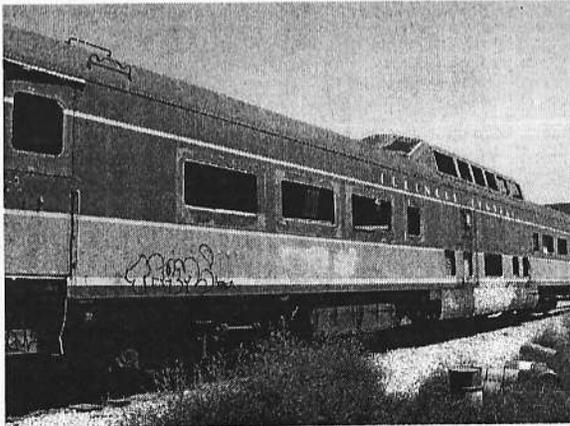




More scenes of the shop and roundhouse areas in Cheyenne. Middle left photo is Lynn Nystrom of UP Steam. You might remember him on our UP excursions of the past. Nothing was said of future excursions, but they are at least working on renovating the engines. My favorite car there is the red MKT boxcar middle right.



Top two photos show a former SP coach, now used by the UP railroad police and SP engine #1518. You can see the turntable bottom left and the being-renovated Cheyenne Union Station.



The two above are of an Illinois Central (former MoPac) dome car sitting in front of the Santa Fe freight house in Dodge City, Kansas on September 4, 2002, plus Santa Fe steam engine #1139 at the Boot Hill Museum in Dodge City. We were on our way home from Glacier National Park in Montana after spending two weeks on the road. To see these photos in color and to see other photos I made during the trip, go on the web to: <http://www.trainweather.com/railmidwest.html> and <http://www.trainweather.com/montana.html> (All photos in this vacation documentary were made by Ken Ziegenbein with a Sony Cyber-Shot digital camera)