



ARKANSAS RAILROADER

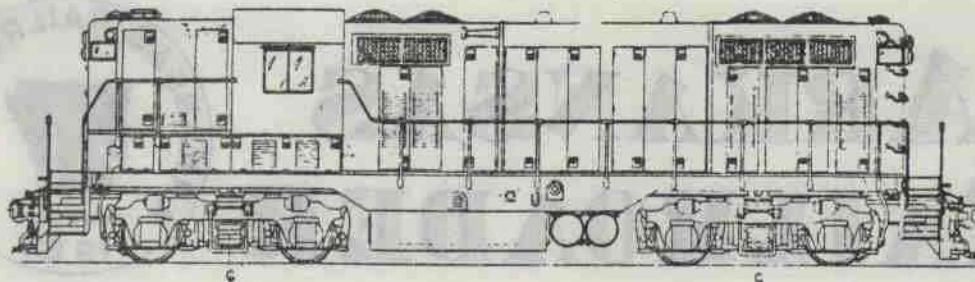


LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 4

APRIL 1988





GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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EUREKA SPRINGS TRIP - The Eureka Springs trip is filling up fast with 35 of 46 seats already filled as of the March 13 meeting. April 10 is the final cutoff date. This is also the cutoff date for cancelling; after this date the club will decide on the refund...before April 10th if you cancel you will get full refund. The Arrow Bus will leave the Twin City Parking lot in North Little Rock at 7:00 AM APRIL 30 for Eureka Springs and return to North Little Rock by about 7:30 PM with a possible stop in Conway on the way up and a stop in Harrison on the way back for an evening meal. Contact Bill Church at 753-4582 to sign up. Cost of the full excursion, including a meal on the Eureka Springs & North Arkansas Railway is \$35.47 per person with lesser amounts if you don't want to partake of the full package. Call Bill for details.

"SHORTLINE RAILROADS OF ARKANSAS by Gene Hull will again be in print sometime in April, Randy Tardy announced at the March meeting. Cost has yet to be determined.

HELENA DEPOT in Helena will become a museum after the city takes it over from the Union Pacific. Meanwhile, a history of Phillips County has been painted on the old sea wall there by an art department of a local junior college. One of the scenes is of the MOPAC's "Delta Eagle". We may have a club excursion to Helena this year. (Randy Tardy)

WANTED - To buy programmable scanner. Robert Condray, P.O. Box 508, Little Rock AR 72209.

WANTED - Old toy trains (Lionel, Marx, etc). Hank Buehling, 19 Flourite Cove, Little Rock AR 72212.

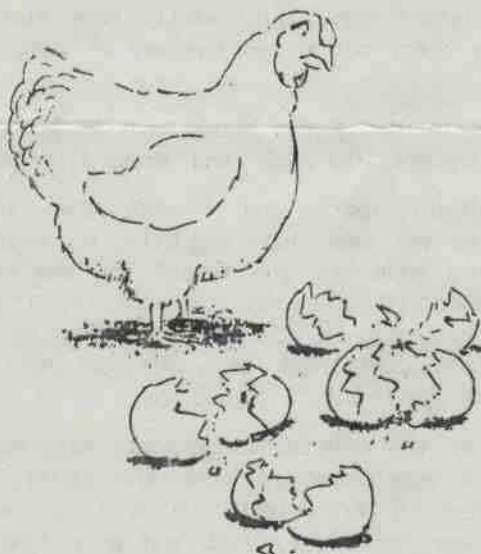
(CLUB HAPPENINGS continued on Page 7)

Eggs All Cracked Up

Eakles A. Hille

DOES HISTORY REPEAT ITSELF? YOU BE THE JUDGE

It was a typical Arkansas winter morning as Extra 1498 departed Texarkana about 8:15 A.M. on February 10, 1940. The night had been nippy with the temperature around freezing, but now the sun was out and showed promises of better things to come. There were a few snow flurries (I think they call them snow showers now) from time to time but no build up. This train was a "Dog" or drag freight having cars for Hope, Gurdon and Bauxite and a message to "fill" at these same locations. That could be called the bad part. Now for the good part to balance things, so that railroading was a good job to work at. First Dennis T. Owens, the engineer, was a fine man and a good hogger; second, we had had the 1498 to Texarkana yesterday on #67, a hot shot, and she was in good shape. And we had coal that was not better or no worse than usual, and last but not least most of the trip would be in daylight.



After making an even swap of cars at Hope and meeting #17 and two freight trains we arrived at Gurdon, where we replenished our water and coal supply as well as had lunch. While we were picking up 27 small company box cars off branch, #7 and #8 went by leaving us with a clear run to Malvern. We were really getting the breaks today, meeting trains while picking up, meeting others while servicing the engine, all were very helpful. The seven miles of double track between BCD Junction and RR Junction has paid for itself many many times in cutting down train delays.

The orders we received at Gurdon showed us a clear run to at least Malvern, so with a full tank of coal and water, and our appetites appeased,

we headed for home on this Saturday afternoon. The snow had stopped, but the ties in the track and some other places still had a dusting of it to show, although the sun was warm and coat was not needed.

Approaching Witherspoon Siding there is a left-handed curve with a block signal and a small gravel road crossing at the north end of the curve. I was on the lookout for both of these and upon seeing the signal was green, or proceed, I called "Clear" to Mr. Owens.

I turned back to look at the train, as this was the first curve to the left in about twenty miles where I had a good opportunity to inspect the train. While I was looking back the air brakes went into emergency, and when I turned toward the engineer, he was standing up and looking out the window. I will never forget what he said. Mr. Owens sat down on his seat with this remark: "We ran over something in the middle of the track, maybe it was a piece of paper -- I hope it was a piece of paper."



Evidently when I was looking for the block indication I looked over and above the object in the track. Investigation then and later brought out the following facts: it was a man's body, a Mr. Jasper Collins, who lived in that

part of Clark County.

The following news item was in a Little Rock newspaper the next day:

MAN'S MANGLED BODY IS FOUND ON TRACK

ARKADELPHIA - The mangled body of Jasper Collins, aged about 35, was found on the main line track of the Missouri Pacific Railroad just south of the Witherspoon crossing, five miles north of here Saturday afternoon. D. T. Owens of Little Rock, engineer on a freight train, said that he saw the object on the track but was unable to distinguish it for a man before it was too late to stop the train. B. E. Elrod, also of Little Rock, was conductor on the train.

Owens described the man as lying crossways on the track with his head over the rail. It could be possible that Collins was dead for some time, but train officials said the body was still warm when they stopped the train.

Clark County Sheriff A. N. Shaw and Deputy Sherman Caver went to Witherspoon to make the investigation. The accident happened about 200 feet north of the Hot Springs county line.

Collins, was was a farmer, is survived by his widow and a number of children, all of the Witherspoon community, a brother, Jim Collins of Friendship, a sister, Mrs. Margaret Songer of Norman, and his mother, Mrs. Isaac Shockey of Butterfield. The body was brought to Arkadelphia.

Then there was the rumors, many of them, such as that his widow had sued for \$50,000 and later that she settled out of court for \$500.00. Another was that one of his neighbors had been looking for him that morning in the snow, and was using a pick-handle as a walking cane!

Well, I have not yet told you how the eggs got cracked. I'll get to that soon.

On March 29, 1940, Engineer Owens and I were called to deadhead to Arkadelphia and report to the Missouri Pacific Claim Agent and with others to conduct various tests in connection with a lawsuit brought against the railroad company by Mr. Collin's widow. Arrangements had been made to have the same locomotive (1498) on the #96, the north local at Arkadelphia to meet us. We then proceeded to Witherspoon where the tests were to be conducted. This was another one of those beautiful Arkansas spring days. The trees were budding out and the jonquils marking the walks to houses long abandoned.

The claim agent had planned the tests very well and everything went just fine to a certain point. We all assembled about one-eighth of a mile south of the point of the accident and were instructed of what to do to make the tests. This will be called the "starting point."

The section crew had come from Arkadelphia to be of any assistance. One of the crew, an elderly colored man named Joe, wore faded blue overalls and one of the local brakemen had a black jacket, so between the two Joe was dressed

almost like the deceased at the time of the accident. Dressed in this manner, Joe was to lay on the ground between the rails with his back toward the south. He was told that the locomotive was to move very, very slowly toward him and stop 100 feet or more from him. Mr. J. M. O'Rear, a Rock Island Lines engineer and his (R.I.) fireman were to make the first of the tests by operating the 1498 around the left-handed curve at slow speed. Each man was given two raw chicken eggs (the claim agent had brought them from Arkadelphia) and told to watch for an object on the track as the engine moved around the curve. When he saw the object to drop one of the eggs on the ground to mark that spot. They were not to stop, but to continue moving north, and when they could recognize the object as being a man then to drop the other egg. The fireman was to make his test on the left side while Engineer O'Rear was to make his on the right side. After dropping the second egg, they were to stop and return the locomotive to the starting point where we were waiting.

As I said before, "everything went just fine up to a certain point." Now here is that certain point. When that big locomotive come up (about 4 miles per hour) behind Joe, he just could not stay put. Probably, he thought about how No. 7 or No. 8 would go by, so he left.

The second try was a little better, but this Rock Island crew could easily have mistaken him for a deer, not a man the way he went down the dump.

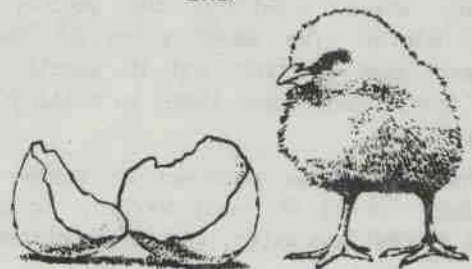
The third try was better, but it took a fourth to complete the job and drop all four eggs.

Engineer Owens and I were then instructed to make the same tests and bring the engine back. We only made one run toward Joe and he stayed in place like he was supposed to, I guess he was getting over his stage fright, or else he had more confidence in a Missouri Pacific crew than he did in a Rock Island one.

After the several measurements were made (some of the eggs were only one tie apart), we were returned to Arkadelphia on a track motor-car. This was the first, last and only time, in my fifty years of railroading, that I ever 'saw or heard of these kind of (egg) tests being made.

The Rock Island engineer, J. M. O'Rear, mentioned in this story was killed in April 1943 near Rose City (North Little Rock) in a collision between an east-bound troop train and a west-bound Chicago to Hot Springs passenger train.

- END -





LOUISIANA & ARKANSAS RR cattle guard still maintained by the railroad on the Texas sub-division between Newsome and Pickton, Texas on service track into the old Tidewater Refinery Works. (Bill B. Bailey photo - December 29, 1987)

THE LAST CATTLEGUARD

(Louisiana & Arkansas-Kansas City Southern Railroads)

by: Bill B. Bailey

Where highways are crossed at grade, a cattle-guard was placed across the track at each side of the road, with wing or lateral fences extending to the main fences to prevent cattle from straying onto the track or right-of-way. They were also used to some extent at the approaches to bridges or deep cuts.

It was not as easy to turn cattle as might be supposed. If straying along the road they would sometimes spend considerable time in trying the guards, either from a desire to wander or to reach some tempting feed.

The state of Oklahoma remained an open range cattle state until the 1960's when the law was finally changed. Most eastern Oklahoma cattle were pure range type. These cattle were inveterate wanderers and would cross almost any guard, even as others were inveterate fence breakers or jumpers.

Ordinary farm cattle rarely give much trouble, but range cattle were very hard to turn. Most

older locomotive engineers can confirm this information and will tell you hogs were just as persistent in attempts to reach forbidden ground.

If cattle were standing up when struck by a train, there is a good probability of their being thrown clear of the track. But if they are lying down, a derailment could happen. If range cattle were driven by a locomotive headlight, inside or outside the fenced right-of-way, they would often either run blindly into or over the guard, for which the railroad companies were also held liable.

Railroad cattleguards may be divided into two general types: pit and surface.

The L&A-KCS main lines used standard surface woodmember-metal guards, 9'-6" across by 12' width.

The only cattleguard I know that still exists today and still maintained by a railway can

be located "where else" but in East Texas.

It's located on L&A Texas Sub-Division between Newsome and Pickton, Texas on track used to service the old Tidewater Refinery Works.

Cattleguards are now becoming forgotten history,

but some of us still remember them.

The obligation lies heavily and urgent upon the historian today in trying to locate and photograph such items. The devotion of time, trying to locate such an item and finding it will be long remembered.



Looking south, the Louisiana & Arkansas RR cattleguard on the Texas sub-division between Newsome & Pickton, Texas on the service track into the old Tidewater Refinery Works. (December 29, 1987 photo by Bill B. Bailey)

623 Form 87-04-4-85
L&A Form 87

**The Kansas City Southern Railway Company
Louisiana & Arkansas Railway Company**
OWNER'S STOCK CLAIM APPLICATION

The following animals owned by me were killed or injured by cars or locomotives of the _____

DATE OF ACCIDENT		DESCRIPTION		SERIAL OR TAG NO.		
MONTH	DAY	YEAR	WEIGHT	COLOR	BRANDS	EAR MARKS
					LEFT	RIGHT
					LEFT	RIGHT

In the title of this application, after making the appropriate corrections, to use the best possible words of all such killed, where a certificate claim under the law is made, and if it is not so made, the application is subject to the provisions of the Act of March 3, 1907, as amended, and the regulations thereunder. When properly filled out, send this application to Claim Agent, for the Division.

- Is animal alive? If so, state nature of injury.
- Is animal dead?
- At or between what mile posts did accident occur?
- Did the injury occur within the limits of any town or city? If so, name it.
- Did the injury occur within the limits of any station? If so, what station?
- Did the injury take place at a public crossing?
- What kind of a train was it? Freight or passenger?
- In what direction was train moving?
- About what hour did the accident occur?
- Was the injury caused by the train? If so, when was the animal struck?
- Was the vehicle overloaded? If so, at what distance from where the animal was struck?
- Was the bell rung or any other alarm given?
- Was the train stopped? If so, at what distance from where the animal was struck?
- Did any employee of this railroad see the animal after injury? If so, give name.
- Give the name and address of the person who saw the animal.
- If an eye, ear, tusk, horn, or other part of the animal was injured, give name of person that saw animal after struck and state if you struck by a train.
- Did the injury take place at a private crossing?
- When prices existing?
- Was the road found where the animal got on the track?
- Was the road found where the animal was killed or injured?

21. Who owned or occupied the land on each side of the track at this price existing?

22. What was the condition of the fence, if found, at such points?

23. If the road was found, how did the animal get on the track?

24. What amount is the animal assessed for taxes?

25. Was animal branded?

26. Did it ever wear a pole or hobble?

27. Describe the place where the animal went into the right of way of the railroad.

28. Did the injury take place where the road was through a fence, or within the limits of any station, city or town, and what was the nature of the injury?

29. Did the injury take place where the road was through a fence, or within the limits of any town, city or station?

30. Give the name of the person that saw the animal before injury?

31. What was the cash market value of animal just before injury?

32. What was the condition of the animal before injury?

33. From whom did you purchase the animal?

34. What did you pay for the animal?

35. When did you buy it?

36. Was there any partial mortgage, lease, assignment, or other encumbrance on the animal? If so, give the name of the person to whom the animal was mortgaged, leased, or assigned, and the name of the mortgage, lease, or pledge.

37. Are you answering from your own knowledge or from information furnished to you by others? If from others, give the names and residences of each person so furnished, and the number of the questions you answered on information.

Signature of Claimant _____ (Owner sign here)
Post Office Address _____

STATE OF _____
COUNTY OF _____

_____, being duly sworn on his oath states that the foregoing statement is true to the best of his knowledge and belief.

NOTE:—Whether the deceased was the original owner, by reason of the injury, because the property of the railroad. The law makes it the duty of the owner to take the carcass of the injured animal, care for it and save as much as a reasonable and prudent man would if animal had been suddenly crippled or killed by the owner himself.

IN MEMORY OF - The father of club member E. B. Faulkner of Pine Bluff died February 22 with burial being on February 24 at Wynne, Arkansas. Our sympathies to Mr. Faulkner.



819 NEWS - Not much news this month. As of this writing (March 21) the Fordyce trip scheduled for April 22 has still not been confirmed, although it has been stated as fact in the Fordyce newspaper. -- The annual hydrostatic test on the 819 was made March 15. Results not known to your editor.

1988 NRHS CONVENTION will be held July 23-31 in Somerset, New Jersey. There will be lots of steam excursions and should be a great 9-day event. Contact the Tri-State Chapter, NRHS, P.O. Box 2234, Clifton, NJ 07015-2243 for information.

☆☆☆ PROGRAM ☆☆☆

The meeting and program of the Arkansas Railroad Club will be held Sunday, April 10 in the Twin City Bank building on Main Street in North Little Rock at 2:00 PM. GEORGE H. CLIFFORD, President of Southern Pulpwood Co., Inc. of Camden, will give a show on some of his rail travels worldwide, specifically the Trans Siberia Railroad. Let's continue to have the large crowds we've had recently.

ARKANSAS RAIL NEWS

MOVIE "END OF THE LINE" was slated to make its national debut March 11, according to the NBC's "TODAY" Show. Gene Schalit, NBC's movie critic, liked the movie. Also, "BILOXI BLUES", which was made in Fort Smith, has been released.

\$1 MILLION LAWSUIT FILED AGAINST LITTLE ROCK & WESTERN RAILWAY in early February by James Story of Conway County. The suit alleges that Story's vehicle was hit by a train at a crossing on Highway 113 near Houston on April 30, 1987. According to the suit, Story suffered "severe permanent and partial permanent injuries and disability." Also, a Casa woman was injured February 8, 1988 when a LRWN train hit her car at 3:36 PM off Highway 10 at Stover's crossing near Casa. Officer Ricky Tucker said Mrs. Celine R. Stover was traveling north at Stover's Crossing when an eastbound LRWN train apparently struck her 1987 Mazda pickup on the driver's side pushing it around causing the pickup to hit the steps of the locomotive turning the truck over. It landed on its wheels near the side of the tracks.

R.F. Davis, LRWN brakeman, said he saw the Stover vehicle pull onto the crossing about 50 to 60 feet ahead. Davis radioed the engineer, Harold R. Snyder, to "knock the train in the head," meaning they had an emergency stop. It took the train 535 feet to stop, going the length of nine box cars past the point of impact. The train was traveling about 20 MPH and the whistle was going and the engine's headlight was on, according to the engineer. (Both accounts from the February 10, 1988 PERRY COUNTY, PETIT JEAN COUNTY HEADLIGHT)

BOB MCCLANAHAN, Superintendent of the Cotton Belt's Pine Bluff Division, was named recently to fill an unexpired term on LEADERSHIP PINE BLUFF. (PINE BLUFF COMMERCIAL)

MENA MAN HAS PRIVATE RR LINE - (Mena) - Theodore Fisher maintains 500 feet of triple-rail track running through his back yard to accommodate the three steam locomotives he's built over the years. The 84-year old Fisher became fascinated with trains at the age of 7, when his family lived in a section house near the tracks in Edmond, Oklahoma. Collecting discarded metal, Fisher began making wheels for a locomotive

by melting it down and pouring it in molds. Fisher used lath for track and springs from eight-day clocks and Victrolas to make engines. He and his friends caught ground squirrels to serve as cattle in the cars of the train when it was finished. Fisher's first engine was a 1:24 scale model of a Baldwin and he has since built a 1:18 scale and 1:12 scale model and one Atlantic-type. Fisher installed 500 feet of track with three rails in his back yard. By using three rails he accomodates all sizes of his locomotives. (HOPE STAR, January 27, 1988)

BOY INJURED BY TRAIN - (Ashdown) - A 7-year old Ashdown boy was listed in very critical condition February 1 after he was dragged by a train in Ashdown. The youth was crawling underneath a train on the Kansas City Southern tracks when the train began moving north. The boy was caught and dragged until witnesses were able to flag down the train. Both of the boy's legs and one of his arms were amputated. Apparently, lots of kids and adults cross the tracks at that location. (TEXARKANA GAZETTE, February 2)

EXCURSION TRAIN WOULD BOOST TOURS - (Van Buren) - Van Buren's Chamber of Commerce tourism committee has found that grant funding exists and might be used for a proposed rail run between Van Buren and Winslow or Chester. Apparently, the Chamber has been promised access to a steam engine which can be restored along with a diesel and a passenger car. Three more cars would be needed. The group plans to use existing Arkansas & Missouri tracks, which were originally the Frisco. Chamber Director Marjorie Marcrow said that while the excursion train isn't "something we're going to jump into tomorrow" and there may be some obstacles to overcome in establishing it, "we intend to expend the effort this year to get this project down the track." (NEWPORT DAILY INDEPENDENT, February 10)

DEPOT OFFERED - (Arkadelphia) - Union Pacific in early February asked the city of Arkadelphia to consider accepting the old railroad station as a gift. If the city were to do so, the UP requested that a letter be prepared indicating that the city will use the building with the best interests of the property. No decision has been made yet. Amtrak stops at this location in Arkadelphia now and the depot is used as storage space for UP. (DAILY SIFTINGS HERALD, February 5)

OLD VAN BUREN FRISCO DEPOT NEEDS HELP - (Van Buren) - The old Frisco depot (BN) in Van Buren, which is being used by the Van Buren Chamber of Commerce, has been turned into a Frisco museum also. It was built in 1902 and is typical of depots of that period. There are about 1,000 Frisco items there, mostly donated by former Frisco employee Dorsey Franklin of Springfield, Missouri. The depot is called an authentic restoration as opposed to a renovation. The artifacts need to be catalogued and labeled and a professional needs to do that...And it needs display cases and a curator with knowledge and time. If you'd like to help out, contact the Van Buren Chamber of Commerce.

Also, the Rogers, Arkansas Historical Museum is planning a special exhibit for June 1988 on the Frisco. This museum is looking for information as well as photographs, maps, and other items for display. If you have information, call 501-663-0162. (Van Buren PRESS ARGUS-COURIER, February 22 and NORTHWEST ARKANSAS MORNING NEWS, February 14)

QUORUM COURT VOICES OPPOSITION TO PLANS FOR UP LINE - (Arkansas City) - The Desha County Quorum Court approved a resolution February 18 opposing the proposed abandonment of the Union Pacific line between Vidalia, Louisiana and McGehee, Arkansas. The resolution stated that the abandonment could have a potentially disastrous effect on the economy of Desha County and upon the proposed development of Yellow Bend Port. The resolution urges all interested citizens to voice their opposition to the abandonment. (McGEHEE-DERMOTT TIMES-NEWS, Feb. 24)

FREE TRAIN RIDES HELD - (Monticello) - On March 12, 1988, the Ashley, Drew & Northern Railroad offered free train rides in Monticello as part of the 4th Annual Drew County Forestry Festival. Venison chili was served. (Monticello ADVANCE MONTICELLONIAN, February 24)

DERAILMENT STILL PROBLEM AFTER 9 YEARS - (Waveland) - Chemicals which

spilled from seven derailed tank cars continue to create problems more than 9½ years after the accident. According to KARK-TV in Little Rock, no one ever cleaned up the spill from the July 1978 Rock Island derailment near Waveland in western Arkansas (on the now-taken up Rock Island right-of-way). The chemicals killed grass, caused abortions in cattle and will eat iron fenceposts off three times a year, according to a land owner in the area. An inspector for Arkansas Department of Pollution Control and Ecology said a visit in 1986 showed the danger still exists.

DRUG AND ALCOHOL RAILROAD USE IN ARKANSAS DOWN - (Little Rock) - The United Transportation Union complained in February that recent reports on industry drug and alcohol use were misleading. UTU officials disputed testimony from a Conrail crewman who estimated on-duty drug use at 10-20% of rail workers. The UTU estimated usage no higher than 10%. "We just do not have a major problem with drug and alcohol use in the state of Arkansas," the UTU said. (ARKANSAS DEMOCRAT, March 1, Judy Gallman)

KCS WITHDRAWS REQUEST TO CLOSE STATION - (Ashdown) - An application by the KCS Railway to discontinue its agency station in Ashdown was withdrawn March 2. By keeping the station open, a station master can help to control a train through Ashdown. The KCS withdrew its application after contacts with several state representatives. (LITTLE RIVER NEWS, March 3, 1988)

TYSON TRAIN - (DeQueen) - A former Louisiana shortline engine (numbered 38) will be used to switch cars at Tyson Foods's new feed mill at Craig, Arkansas. The mill can accommodate up to a 50-car train. This engine will be used on Tyson's 2,000 foot spur line and will not work on the main DeQueen & Eastern line. (DEQUEEN CITIZEN)

SHOTS FIRED UNION PACIFIC TRAIN - (Bryant) - Shots were fired at a U.P. train about 8 PM March 1 as the train was going through Bryant. The shotgun pellets did not completely penetrate the glass, but two pellets had struck the windshield. (BENTON COURIER)

GENERAL RAIL NEWS

RAILROADS SET GRAIN RECORD - Railroads moved a record 5.1 billion bushels of grain in 1987, topping the previous high of 5 billion bushels set in 1980, the Association of American Railroads reported. Last year's weekly grain traffic averaged 98.2 million bushels. Union Pacific said systemwide grain traffic in 1987 was 26 percent above last year. Much of that grain goes to the Gulf of Mexico and a lot of grain trains come through Little Rock. (ARKANSAS DEMOCRAT, March 7, Randy Tardy)

ANTI-AMTRAK ARTICLE - The March 7, 1988 edition of NEWSWEEK had a very anti-Amtrak editorial by Robert J. Samuelson, saying, among other things that even though Amtrak doesn't cost that much, it is a sign of government overspending and sort of has to be done away with as a "token" to show that Congress really wants to cut the budget. As usual, there is no money in the 1989 Federal Budget for Amtrak and if you want to see this vital (I think) system continue, its time to once again write to your Senators and representatives. After all, 20 million riders last year can't be all wrong.

SOUTHERN PACIFIC EMPLOYMENT DOWN - As of January 1988, SP employment was down to 24,733, an 8% drop from the year before.

UP ORDERING NEW LOCOMOTIVES - Union Pacific announced it is placing orders for another 100 new locos and 300 freight cars. The \$116 million locomotive order will be divided between GE (the 75 DASH 8-40C) and EMD (the SD60s). Last year U.P. ordered the same number from each builder. Both models feature on-board microprocessors which increase efficiency, reduce electrical components and cuts maintenance costs. The GE DASH-8 units will be used in high-speed service west of North Platte, Nebraska while the SD60s will be used throughout the system.

The new freight cars will be centerbeam flatcars for lumber. 120 of these 60-foot cars will be ordered and 180 73-foot cars of the same type. Meanwhile...SOUTHERN PACIFIC said March 15 that it will also acquire 50 new locomotives this year, worth about \$50 million. These will also be built by GE (the B40-8, 4,000 HP) and EMD (GP60, 3800 HP). In addition, SP is completely rebuilding 40 older units. (Press releases from Union Pacific and Southern Pacific). SP's EMD GP60s will be numbered 9600-9619 and their GE units 8000-8039.

MASSIVE UP DISPATCH CENTER - (Omaha) - The historic UP freight house in downtown Omaha has been selected to house the road's new computerized train and crew dispatching center. It will employ about 400 men and women. The first dispatching will begin from there by the end of 1988. By the end of 1989, Omaha will become the SINGLE CENTER FOR DISPATCHING all trains (700 a day) moving across the 20-state system. The remote-controlled switching and signaling functions and crew-calling functions will be supported by a new computer center. (UP INFO MAGAZINE)

BN TECHNICAL TRAINING CENTER OPENS IN SPRINGFIELD MO - This \$3 million center opened in January 1988 and occupies 28,000 square feet in Johnson County Community College in Overland Park. Training at the new center includes communications, train dispatching and engineer training via simulator. About 2,000 employees will take classes at the center this year. (BN SPRINGFIELD REGION NEWS)

BN'S EXPEDITER BEGINS THIRD YEAR - Expediter (fast freights) began in 1985 as 10-trains but now has 36 trains a day in the Springfield region. Their success has been possible because of the cooperation of the labor unions, who now allow 2-man crews instead of 4. These trains have created 200 jobs in the last 2 years for BN.

COTTON BELT TO ABANDON WACO (TX) BRANCH - The SSW has asked the ICC in early March for permission to abandon the 53-mile Waco branch between Corsicana and Waco, Texas. No traffic has moved over the route in at least two years. (SP UPDATE)

AMTRAK FACTS - in 1981 Amtrak was covering 48% of its costs from its revenues. In 1987 it covered 65% and will reach 67% in 1988. And in 1987 for the FIRST TIME EVER Amtrak covered 103% (A PROFIT!) of its short-term avoidable costs (above-the-rail, or actual train operation costs). That was up from 70% in 1981. Graham Claytor, Amtrak's president, said recently Amtrak's number one objective is to make all tri-weekly trains daily. He favors a national transportation gas tax with 1¢ going to Amtrak. (RAIL TRAVEL NEWS)

WANT TO RENT A STEAM ENGINE? - According to the the Reading, PA EAGLE, the Railroaders Memorial Museum in Altoona, PA is offering to rent their restored Pennsy K-4 (#1361, built in 1918) for \$4500 a day. Added expenses: operating crew (\$1000/day), trackage rights, insurance, coal, etc. (St. Louis GATEWAY RAILLETTER)

SFSP really stands for "Shouldn't have Painted So Fast." (GULF COAST RAILROADING)

NTSB REPORT ON THE NS STEAM derailment May 18, 1986 gave these recommendations: all cars in passenger trains be equipped with interlocking couplers and window glazing; interior fixtures be secure.

COLORADO RAILS HAD GOOD SUMMER 1987 - Georgetown Loop hauled 88,000 passengers; Cumbres & Toltec Scenic RR hauled just short of 40,000; Durango & Silverton hauled about 170,000 and at the height of the summer they had 4 trains a day into Silverton, some days exceeding 1600 per train. (IRON HORSE NEWS via NRHS NEWS)

TROLLEY IN IOWA? - Some Iowa investors plan to start a tourist train between Mason City and Clear Lake. Power for the train would come from overhead electric lines into a trolley car. The train would run on the old track of the old Iowa Terminal, which carried people at the turn of the century. It is the last working trolley-type railroad of its kind in the country. (DES MOINES REGISTER, Dec 13, 1987 sent in by Jim Johnson, Public Relations of the Cotton Belt)

NEWS updated through March 21. Mailing date: March 24 or 25.

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1988 NORFOLK SOUTHERN STEAM EXCURSION SCHEDULE

The 1988 Excursion Season will see both the Class A 1218 and Class J 611 in action along the system. Engine 1218 will start the season and the locomotives will swap in September. Due to extensive maintenance requirements, Norfolk Southern is no longer operating the Southern FP7 diesel locomotives. Engine 4501 is now at the Tennessee Valley Railroad Museum in Chattanooga where they will work this year to try to put it into operating condition. [From Carl Jensen, NS Manager-Steam Operations]

April 9-10 Birmingham AL-Chattanooga TN RT - 1218 [Heart of Dixie-NRHS]
 April 16 Atlanta-Toccoa GA RT - 1218 [Atlanta-NRHS]
 April 17 Atlanta-Chattanooga TN RT - 1218 [same guys!]
 April 23-24 Asheville-Statesville NC RT - 1218 [Asheville-NRHS]
 April 30 Huntsville AL-Chattanooga TN RT - Diesel [North Alabama-NRHS]
 May 7 Greensboro NC-Spartanburg SC RT - 1218 [Greensboro-NRHS]
 May 7 Knoxville-Chattanooga TN RT - Diesel [Old Smoky-NRHS]
 May 8 Greensboro NC-Roanoke VA; 1218 OW, Diesel return [Greensboro-NRHS]
 May 14 Alexandria-Lynchburg VA; Diesel OW, 1218 return [Washington area NRHS]
 May 14 Bristol-Roanoke VA RT - Diesel [Watauga Valley-NRHS]
 May 15 Alexandria-Front Royal VA RT - 1218 [Washington area NRHS]
 May 15 Johnson City TN-Asheville NC RT - Diesel [Watauga Valley-NRHS]
 May 21 Alexandria-Front Royal VA (possibly beyond) RT - 1218/Diesel [Wash area NRHS]
 May 22 Alexandria-Charlottesville VA; 1218 OW, Diesel return [same bunch!]
 May 28 Richmond-Roanoke VA; Diesel to Crewe, 1218 OW Crewe to Roanoke, diesel
 return [Old Dominion-NRHS]
 May 29 Richmond-Keysville or Appomattox VA RT - Diesel [same guys!]
 June 4 Charlotte NC-Charleston SC OW Diesel [Science Museums of Charlotte]
 June 5 Charleston SC-Charlotte NC OW Diesel [return home!]
 June 9 Roanoke VA-Bluefield WV OW - 1218 [Roanoke-NRHS Independence Limited]
 June 10 Bluefield WVA-Portsmouth OH OW - 1218 [2nd day!]
 June 11 Portsmouth OH-Fort Wayne IN (via Bellevue) OW - 1218 [3rd steam day!]
 June 12 Fort Wayne IN-Chicago IL OW - 1218 [Indep Ltd grand finale!]
 June 11 Winston-Salem NC-Wilkesboro NC RT - Diesel [Southbound Model RRers]
 June 12 Winston-Salem NC-Roanoke VA RT - Diesel [same fellows!]
 June 18 Raleigh-Spencer NC RT - Diesel [East Carolina-NRHS]
 June 19 Raleigh NC-Winston-Salem NC RT - Diesel [East Carolina-NRHS]
 June 18 Chicago IL-Fort Wayne IN RT - 1218 [Chicago-NRHS]
 June 19 Chicago-Forest IL RT - Diesel [Chicago-NRHS again!]
 July 9-10 Detroit MI-Fort Wayne IN RT - 1218 [Bluewater Michigan-NRHS]
 July 16 Detroit-Fort Wayne-Cincinnati OW 1218/Diesel [Bluewater Michigan-NRHS]
 July 17 Cincinnati OH-Detroit MI OW Diesel/1218 [you guys back?!]
 July 23-24 Buffalo NY-St.Thomas ONT RT - 1218 [Destn Tentative] [Buffalo-NRHS]
 August 6 Conneaut OH-Buffalo NY RT - 1218 [Lake Shore-NRHS]
 August 7 Conneaut-Bellevue OH; 1218 OW, Diesel return [the guys from Erie again!]
 August 13-14 Cleveland-Columbus OH (Diesel Cleveland-Bellevue OH RT, 1218 between
 Bellevue-Columbus RT)(Ohio State Fair)[Mad River & NKP Society]
 August 20 Toledo-Columbus OH RT - 1218 (Ohio State Fair [same bunch!]
 August 27 Portsmouth OH-Ieager WV RT - 1218 [C.P.Huntington-NRHS]
 August 28 Portsmouth OH-Kenova WV RT - 1218 [get up early CPH!]
 September 17-18 . Columbus-Portsmouth OH RT - 1218 (Bicentennial NW Territory) [Ohio BCC]
 September 24 Johnson City NC-Natural Tunnel VA RT -Diesel [Watauga Valley-NRHS]
 September 25 Johnson City or Bristol to unknown destn - Diesel [you guys are busy!]
 September 24 Lexington KY-Chattanooga TN OW - 1218 [Bluegrass RR Museum]
 September 25 Chattanooga TN-Lexington KY OW - 611 [same guys, different engine!]
 October 1 Cincinnati OH-Muncie IN RT - 611 [Cincinnati Railroad Club]
 October 1 Roanoke-Abingdon VA RT - Diesel [Roanoke-NRHS]
 October 2 Roanoke VA-Winston-Salem NC RT - Diesel [let's work two!]
 October 2 Cincinnati OH-Danville KY RT - 611 [Cincinnati Railroad Club]
 October 8-9 Birmingham AL to unknown destn RT - 1218 [Heart of Dixie-NRHS]
 October 8-9 Hagerstown MD-Luray VA RT - Diesel [Winchester-NRHS]
 October 15-16 ... Chattanooga-Oneida TN RT - 611 [TVRM]
 October 15 Norfolk-Emporia VA RT Diesel (ex-NF&D @ Suffolk)[Tidewater-NRHS]
 October 16 Norfolk-Edenton NC RT - Diesel [another trip!]
 October 19-20 ... Spencer-Raleigh NC RT - Diesel [NC State Fair][NC Transp History Corpn]
 October 22-23 ... Chattanooga-Oneida TN RT - 611 [TVRM]
 October 22 Asheville NC-Bulls Gap TN RT - Diesel [Asheville-NRHS]
 October 23 Asheville-Pisgah Forest NC RT - Diesel [same bunch!]
 October 29 Charlotte-Asheville NC RT - Diesel [Piedmont Carolinas-NRHS]
 October 29 Atlanta-Toccoa GA RT - 611 [Atlanta-NRHS]
 October 30 Atlanta GA-Chattanooga TN RT - 611 [Peachtree Street group again!]
 October 30 Charlotte NC-Unknown destn RT - Diesel [Piedmont Carolinas-NRHS]
 November 4 Greenville SC-Chattanooga TN OW - 611 [Greenville-NRHS]
 November 5 Chattanooga TN-Attalla AL RT - 611 [TVRM]
 November 6 Chatta TN-Greenville SC OW 611 [611 off at Atlanta][Greenville-NRHS]
 November 5 Atlanta-Toccoa GA RT - Diesel [Atlanta-NRHS]
 November 6 Atlanta GA-Chattanooga TN RT - Diesel [Atlanta-NRHS]
 November 12-13 .. Jacksonville FL-Valdosta GA RT - 611 [North Florida-NRHS] .. season ends!



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$9.00 additional per year (total payment for Arkansas residents \$19.00).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL

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Make your check out to the "Arkansas Railroad Club" and mail to:

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

WELCOME ABOARD!!!

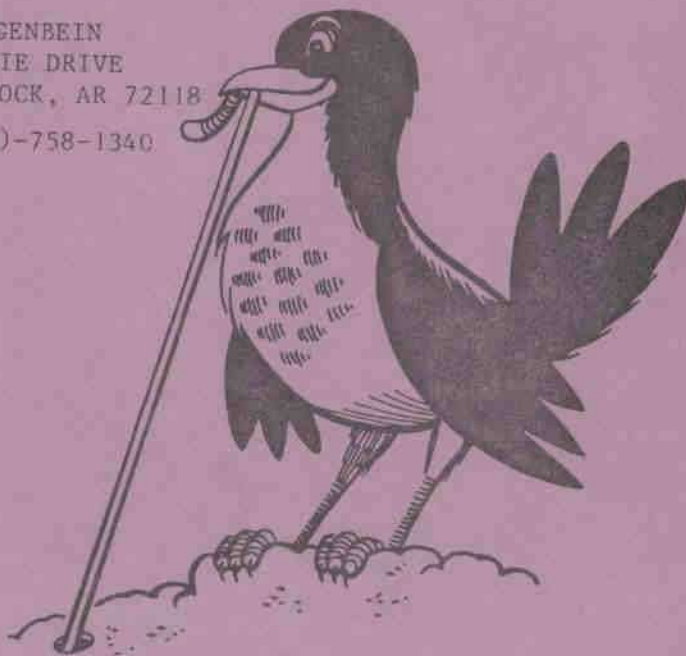
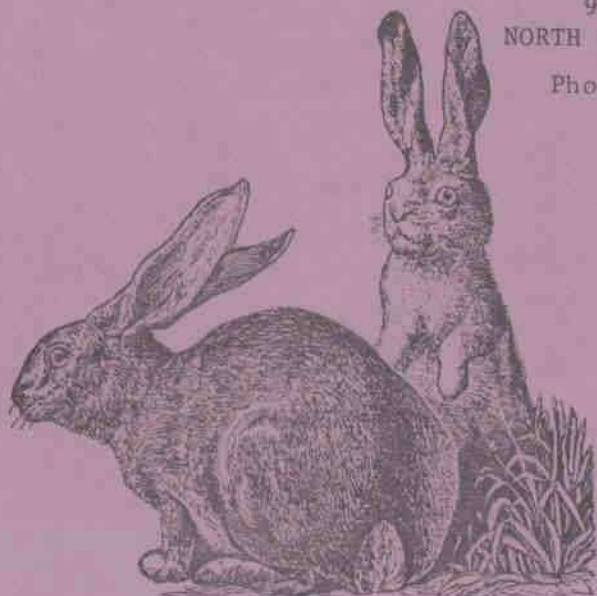
The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The publication is mailed to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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APRIL 1988

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