



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
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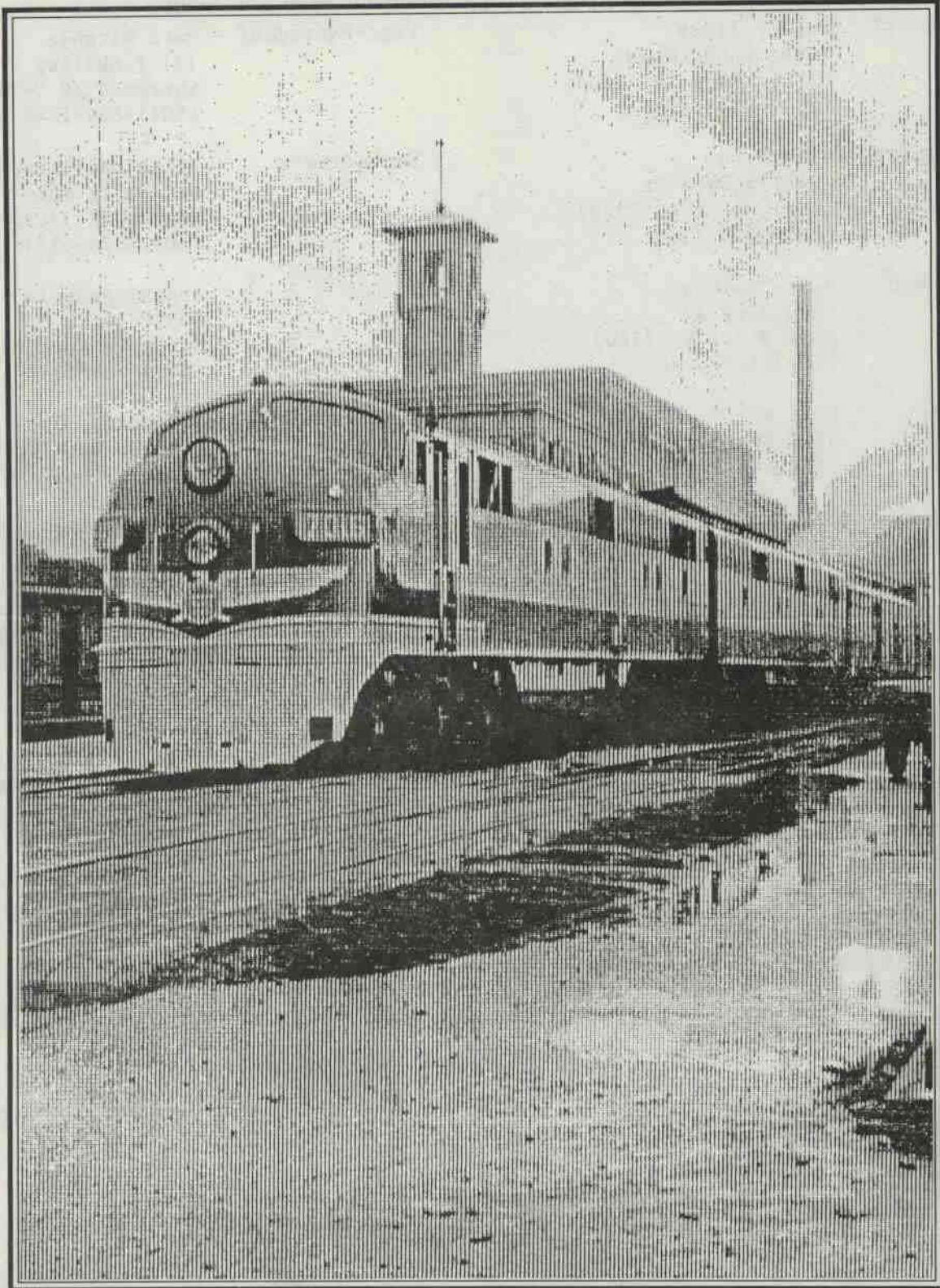
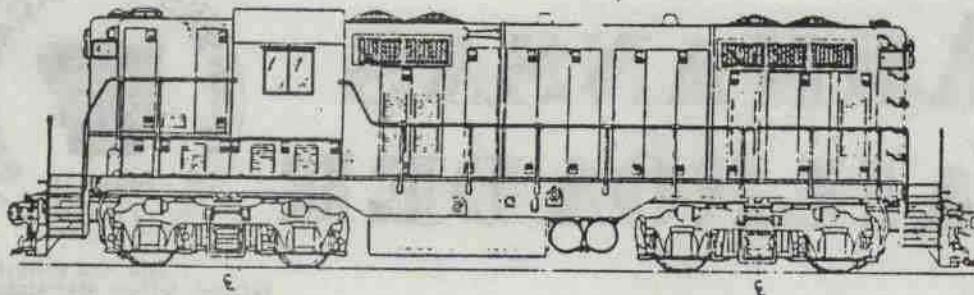


Photo by John A. Mills, Print Collection of John Martin

*Resplendent in Blue and Cream, a new set of EMD E-7 A&B units prepare to lead a Northbound consist from track three in Little Rock Union Station in the Summer of 1948. The unit released by the La Grange Works in June or July 1948, appear to have yet seen mud splashed on the pilot as the clouds clear a warm summer rainstorm. How nice it would be to go back!*



# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

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<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Board Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

**SHOW AND SALE TIME** - The Arkansas Railroad Club's 9th Annual Show and Sale will be held Saturday, June 17 at the Fisher National Guard Armory in North Little Rock on Poplar Street (just across from Bonanza off of Main Street, close to where I-40 and I-30 merge). This show and sale will feature many artifacts from the "Golden Age" of railroading. So far, as of the March 8th meeting, 19 tables have been sold.

Tables are \$17 each. Exhibitors can begin setting up at 5 PM Friday, June 16. The activity opens to the public at 930 AM that Saturday. Admission is \$2 per person. For more information, contact:

E. A. Hille  
224 Dennison  
Little Rock AR 72205  
(501)-374-5383

William Church  
5619 Bel Caro Place  
North Little Rock AR 72118  
(501)-753-4582

## ☆☆☆ PROGRAM ☆☆☆

The April meeting/program of the Arkansas Railroad Club will be held Sunday, April 9 at 2 PM in the Twin City Bank building on Main Street in North Little Rock. The show will be given by Union Pacific's very own and famous (also club member) BARTON JENNINGS, who will show slides of various 1988 rail activities and scenes. Knowing Bart, this will be a great show. Refreshments served, as always.

(CLUB HAPPENINGS continued on Page 11)

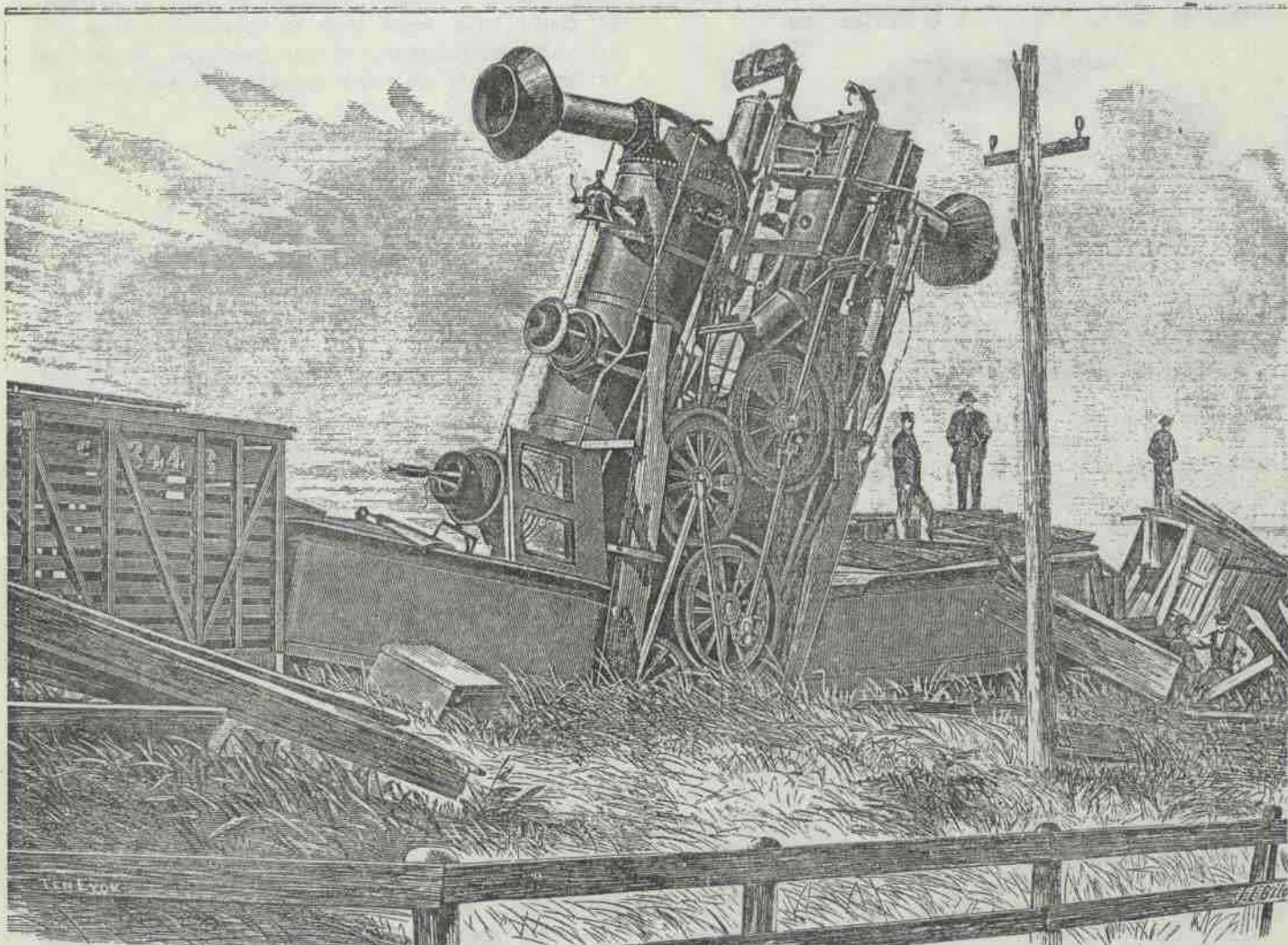
## POW TRAIN WRECK ON THE ERIE RAILROAD 1864

by: William Church

Disease, shots and shells were not the only dangers that soldiers faced in the Civil War. It was common in that war that some of these brave souls escaped injury on the battle field only to be maimed or killed in a train wreck. This was true in July 1864 when a westbound Erie Railroad train, running as a "Wild Train" (Extra), that was carrying Confederate Prisoners of War from New Jersey to Elmira, New York, met head-on with an eastbound coal train a few miles from Shohola, Pennsylvania.

throughout the United States. With the train order came the "Wild Train" (Extras) and the rules that governed them.

The train order system of train dispatching gave the train dispatchers a fluid railroad. He no longer was restricted to running trains by a printed time-table but could at will order a train not covered by the printed schedule. These trains were called "Wild Trains."



Elmira, New York in 1864, was one of the many prisoner of war prisons located throughout the northern part of the United States where captured soldiers of the Confederacy were imprisoned for the duration of the war. Elmira was located on the main line of the Erie Railroad, which was in the Civil War years, one of the busiest railroads in the Union.

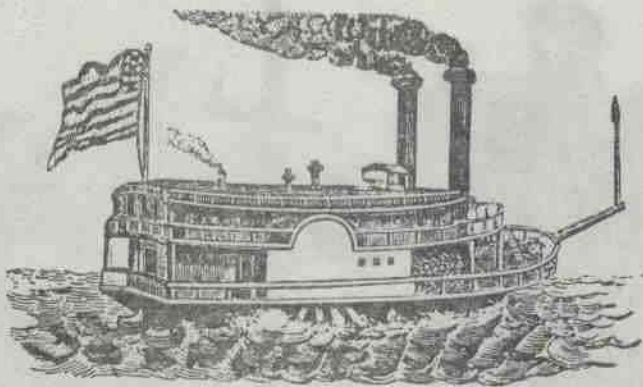
The Erie Railroad was the birthplace of the train order and over the years had developed an excellent system of train dispatching that had been copied

When a "Wild Train" was to be operated, the train dispatcher would issue a train order to a scheduled train operating in the direction that a "Wild Train" was to be operated that they (the scheduled train) were to display two white lamps and/or flags on the pilot of the engine for the following "Wild Train." The conductor and engineer on the "Wild Train" would be issued a train order to follow white signals being displayed on the preceding train. These signals gave the "Wild Train" the same right of track as the train displaying them.

This system of train dispatching made it the sole responsibility of the conductor to register at the required register station the color of signals his train was displaying and to check the train register against superior trains and color of their signals.

Somewhere along the way that fateful day in July 1864 something went wrong and one hundred and seven soldiers from both armies were among the dead.

Three days before the terrible wreck at Shohola, Pennsylvania, Captain Morris H. Church USAV with two officers and 125 men from the 11th New York Veteran Reserve Corps USA departed Point Lookout, Maryland aboard the steamer "Crescent" with 833 soldiers who had been captured on the northern Virginia front, with orders to deliver the



prisoners to the Federal Prison in Elmira, New York. On the afternoon of the 14th of July, the "Crescent" and its passengers docked in the New York Harbor, and at 4:00 a.m. on the 15th the guards and their prisoners disembarked at Jersey City and boarded a Erie Railroad train that was to take them the 272 miles to Elmira, New York.



At 6:00 a.m. the Prisoner of War train, following white signals carried by the last scheduled passenger train out of Jersey City, departed for Elmira. As it was necessary for the "Wild Train" to take to the siding at various points enroute to allow the men aboard to be fed and refresh themselves, the 8:00 a.m. Mail Train, the 8:15 a.m. local passenger train and the Day Express due out of Jersey City at 9:45 a.m. had soon passed the P.O.W. train.

Unlike today's rules that limits a train schedule to twelve hours at any one point on the railroad, a schedule in 1864 was alive for twenty-four hours, so by the time the three trains that had been following the "Wild Train" out of Jersey City were around it, the "Wild Train" was three trains and many hours behind the schedule that was displaying white signals for it.

Lackwaxen, Pennsylvania, a register station for main line trains and for those trains from the Lackwaxen Branch, which was the Erie's main line into the Pennsylvania coal fields, was one of the busiest stations on the railroad. Numerous trains of coal entered the busy main line here bound for Jersey City and it was the conductor's duty on these trains entering the main to check the train register for trains that their train would have to give the right-of-way to.

Shortly before the three regular scheduled morning passenger trains arrived in Lackwaxen from New Jersey, a train of coal bound for Jersey City arrived off of the Lackwaxen Branch. Just what was the circumstances surrounding the actions of the coal train's conductor that day is lost in history. It could have been that he personally saw the arrival and departure of the passenger trains and failed to check the train register for the arrival



and departure of superior trains. It well could be that the conductor on the train that was carrying white signals for the "Wild Train" failed to enter the information that he was carrying white signals for a "Wild Train." But the conductor on the coal train's statement to Erie Railroad officers after the wreck that he had been informed by the telegrapher that all superior trains had arrived and departed Lackwaxen, indicates that he did not check the register as required, but took the word of the telegrapher that it was all right to proceed.

The telegrapher, when learning of the wreck, left Lackwaxen before law officers and Erie officials could question him and they never learned his side of the story. Some of the citizens of Lackwaxen accused the telegrapher of being a Southern Sympathizer, and had tampered with the train register, and gave false information to the conductor on the coal train. Feelings ran high for several days but soon died down. The record is silent of what action the Erie Railroad took against the conductor for his failure to obey the rules.



Whatever the reason the coal train had for running against the prisoner of war train, those reasons caused a disaster. Shortly after the coal train had departed Shohola, it met the "Wild Train" head on, destroying both locomotives and derailing many of the cars in both trains.

Most of the injured and killed were riding in the head end cars of the "Wild Train." The guards who escaped injury in the wreck were posted around the train to keep the prisoners from escaping. The dead were buried alongside the Erie Railroad, the injured were housed in a makeshift hospital in Shohola. The final count was 14 troopers from the 11th New York and 93 Confederate prisoners were mangled and killed in the wreck. In the confusion following the wreck, five of the Confederate prisoners made their escape and were presumed to have made it back to their lines in Virginia.

Throughout the Civil War there were numerous

(The material for this story came from the "Official Records of the Union and Confederate Armies" as published by the U.S. Government in the section dealing with PRISONERS OF WAR.

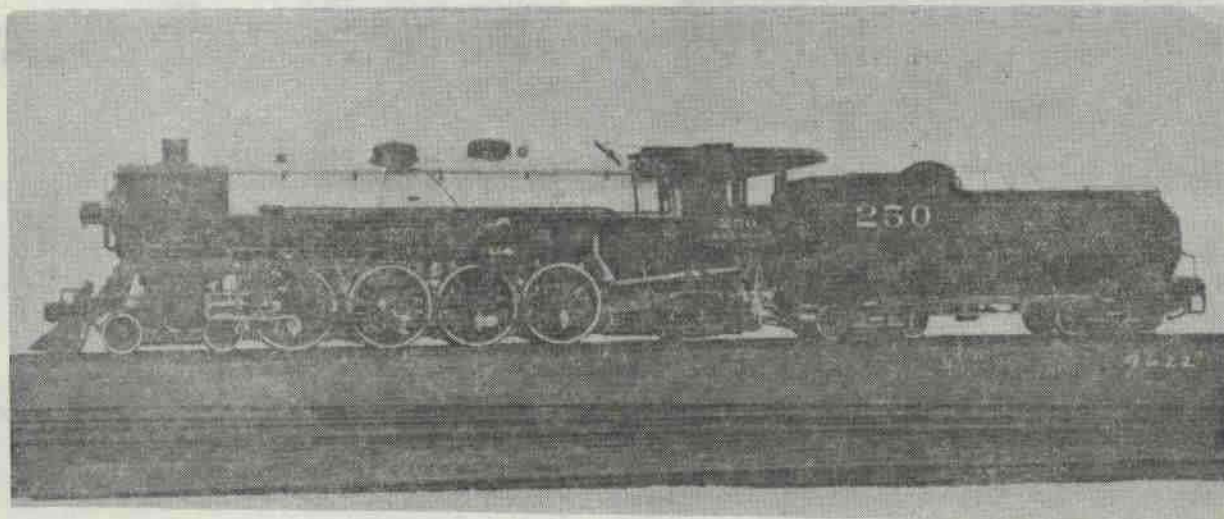
Capt. Church was not of my family line, no doubt he and I shared a common great---grandfather in early New England history.

I think it is an interesting bit of history that shows how easy a life and limb could be lost when a railroad employee fails to follow through on the rules. I believe the sole cause of the wreck was of the conductor's failure to check the Train Register against superior trains. - W.T. Church)

train wrecks that took their toll of lives and limbs of both civilians and soldiers alike. Many families, like those of my wife, who had relations in the Civil War that were never heard from again after the family received a letter from the soldiers that they were coming home aboard the cars and never arrived, were presumed to have been killed in a train accident.

No doubt many of the families of the Confederates who were killed in the Shohola wreck of 1864 never knew that the missing one was sleeping out eternity in an unmarked grave near the Erie Railroad in the small town of Shohola, Pennsylvania, the victim of an oversight of a careless railroad employee.

- END -



In 1924-26, the height of the great Florida boom, the Seaboard Air Line ordered 36 of the mighty 4-8-2 Mountain type engines from Baldwin. They were the speed queens of the SAL. The beautifully proportioned No. 250 above, class M-2, was one of them. She arrived in 1925 with 27" x 28" cylinders, 72" drivers, 200 pound pressure, T.E. 48,200 pounds, weight 320,500 pounds. Her glory came in January 1938 when, with sister No. 263, they ran the Orange Blossom Special straight through, Richmond to Jacksonville, piling up 20,049 miles for the No. 250. The 4-8-2's are gone, but they are remembered. (Photo from the collection of Gene Hull)

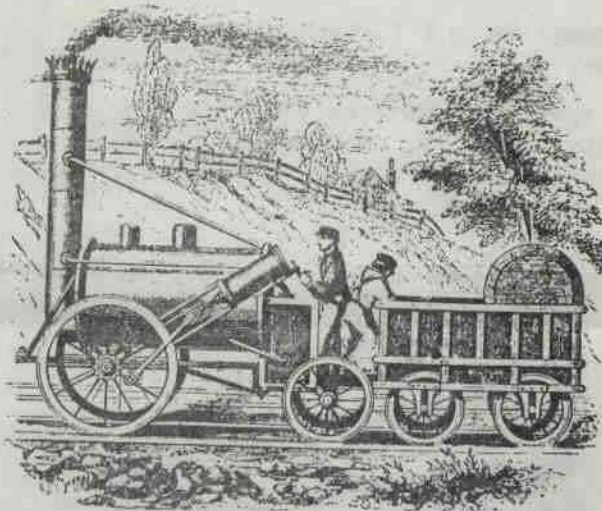
## ARKANSAS WOODEN RAILROAD

by: Gene Hull

A little four-mile railroad in eastern Arkansas was directly affected by a pet idea of Mr. Herman Haupt, a distinguished railway engineer (construction) in West Virginia in 1870. This was the same Mr. Haupt whom President Abe Lincoln selected to be superintendent of the military railroads during the Civil War.

This fellow had some unorthodox ideas about railroading. He also had a talent for expediency, which he often used as an advantage during the war. Haupt was an extraordinary man, and unraveled a military railway mess.

He graduated from the U. S. Military Academy at West Point on 1 July 1835 at 18 years of age, to become a brevet lieutenant in the Third U.S. Infantry. A couple of years later he resigned and became involved in railroad construction.



It was in this capacity that his innovative ideas were made known. One of these was the construction of wooden railroads as feeders for trunk lines in rural districts. He said the rails might be logs kewn flat on only two sides, with the under and outer sides preserving their round forms. No crossties would be necessary, except where the ends of the log rails met. Stakes driven into the ground on both sides of the logs would hold them in place.

Where timber was abundant such a railroad could be built for \$350 a mile, including grading. The rolling stock would consist of cars weighing 800 pounds each, costing \$30, and made without springs. Wheels would be of hardwood, surrounded by cast iron rims, having a tread 6 inches wide. Power would be supplied by horses. Locomotives with rubber tires would be much cheaper than horses. Haupt believed there must be places where such a wooden

railroad could be operated at a profit.

In this he proved to be correct. In 1870 the Cairo & Fulton was laying rails between Little Rock and the Missouri border to meet the St. Louis & Iron Mountain. They missed the little town of Searcy by about four miles. The townspeople knew the place would wither and die unless they could receive the services of the railroad. They would be satisfied with a branch line, but the C&F demanded an unreasonable bonus payment, in addition to the actual cost of building the branch.

As an alternative, the folks at Searcy decided to build their own railroad. The Searcy Branch Railroad was formed. A construction contract was awarded to J.M. Moore and B.C. Black for a wooden railroad for use by one passenger car and one freight car, with horses as motive power. Herman Haupt's idea took root and flourished in the woods of eastern Arkansas. It would be a three-foot gauge road, to be completed by 1 January 1872.

The builders would receive \$5,000 in cash and \$8,000 in Searcy Branch Railroad bonds.

There were a few deviations from Haupt's recommendations. The rails were three-by-five inch white oak timbers set on edge on crossties two and one-half feet apart. The three-foot gauge was maintained by using at intervals connecting bars between the rails consisting of a half-inch diameter iron rod and a two-by-five inch piece of white oak.

There was a reorganization on 4 May 1877, and the little road became a part of the Searcy & West Point Narrow Gauge Railroad. The old road met the Cairo & Fulton (St. Louis, Iron Mountain & Southern) at Kensett, and it was extended southeastward from Kensett to West Point on Little Red River.

In about 1900, it was absorbed by the Searcy & Des Arc Railroad, and the old wooden branch line was abandoned. In 1906 the route between Searcy and Kensett was utilized by the Doniphan, Kensett & Searcy Railroad. The DK&S became part of the Missouri Pacific in December 1931.

- END -













(Editor's note...although the Doniphan, Kensett & Searcy is now a part of the Union Pacific/Missouri Pacific, it is still listed as one of Arkansas's 20 shortline railroads, being a wholly owned subsidiary).

## THOSE EMD DIESELS!

Back in June of 1988, Ferdie Fernandez, a retired sales representative for General Motor's Electro-Motive Division, gave a talk to the Arkansas Railroad Club. In that talk, he stated that EMD will build all its road units in Toronto, Canada from now on due to the high costs associated with its plant in LaGrange, Illinois.

The plant in LaGrange was built in 1934 to make diesels because of the rock foundation and good crasfsmen there. Also, Chicago was the railroad center of the world and was close by. The first "Zephyr" unit was built at LaGrange (its engine being a 600 horsepower 201A). However, today, times have changed and the "made-in-America" EMD engines will now mostly be made in Canada.

The follow chart was given your editor by Mr. Fernandez.

 GENERAL MOTORS LOCOMOTIVE MAJOR COMPONENT EVOLUTION		ENGINE	GENERATOR	TRACTION MOTOR
FT 1940-45		16-567 800 RPM 1350 HP	D8 950KW 1800A	D7 700A 260KW
F3 1946-49		16-567B 800 RPM 1500 HP	D12 1050KW 2200A	D17 700A 284KW
F7 1948-53		16-567B 800 RPM 1500 HP	D12 1050KW 2200A	D27 825A 284KW
GP7 1950-54		16-567B 800 RPM 1500 HP	D12 1050KW 2200A	D27 825A 284KW
SD7 1952-53		16-567B 800 RPM 1500 HP	D12C 1064KW 2200A	D27 900A 176KW
GP9 1954-60		16-567C 835 RPM 1750 HP	D12B 1240KW 2200A	D37 900A 310KW
SD9 1954-59		16-567C 835 RPM 1750 HP	D12C 1240KW 2200A	D37 900A 207KW
GP18 1959-63		16-567D1 835 RPM 1800 HP	D22B 1270KW 2400A	D47 900A 317KW
SD24 1959-63		16-567D3 835 RPM 2400 HP	D22CT 1704KW 2400A	D47 950A 284KW
GP30 1962-64		16-567D3 835 RPM 2250 HP	D22DT 1565KW 2400A	D57 980A 350KW
GP35 1963-65		16-567D3A 900 RPM 2500 HP	D32 1740KW 2600A	D67 1000A 360KW

		ENGINE	GENERATOR	TRACTION MOTOR
SD35 1964-66		16-567D3A 900 RPM 2500 HP	D32 1740KW 2600A	D67 1000A 290KW
GP40 1965-71		16-645E3 900 RPM 3000 HP	AR10A 2130KW 4200A	D77 1050A 360KW
GP38 1966-71		16-645E 900 RPM 2000 HP	D32B 1392KW 2600A	D77 1050A 350KW
SD40 1966-71		16-645E3 900 RPM 3000 HP	AR10A 2136KW 4200A	D77 1050A 360KW
SD45 1966-71		20-645E3 900 RPM 3600 HP	AR10B 2563KW 4200A	D77 1050A 360KW
GP38-2 1972-		16-645E 900 RPM 2000 HP	AR10E1 1424KW 4200A	D77B 1050A 337KW
GP40-2 1972-		16-645E3 900 RPM 3000 HP	AR10A6 2136KW 4200A	D77B 1050A 360KW
SD38-2 1972-		16-645E 900 RPM 2000 HP	AR10E1 1424KW 4200A	D77B 1050A 233KW
SD40-2 1972-		16-645E3 900 RPM 3000 HP	AR10A7 2136KW 4200A	D77B 1050A 360KW
SD45-2 1972-		20-645E3 900 RPM 3600 HP	AR10B4 2563KW 4200A	D77B 1050A 360KW
GP39-2 1974-		12-645E3 900 RPM 2300 HP	AR10A4 1635KW 4200A	D77B 1050A 360KW
GP15-1 1976-		12-645E 900 RPM 1500 HP	D32B2 1040KW 2350A	D77B 920A 255KW





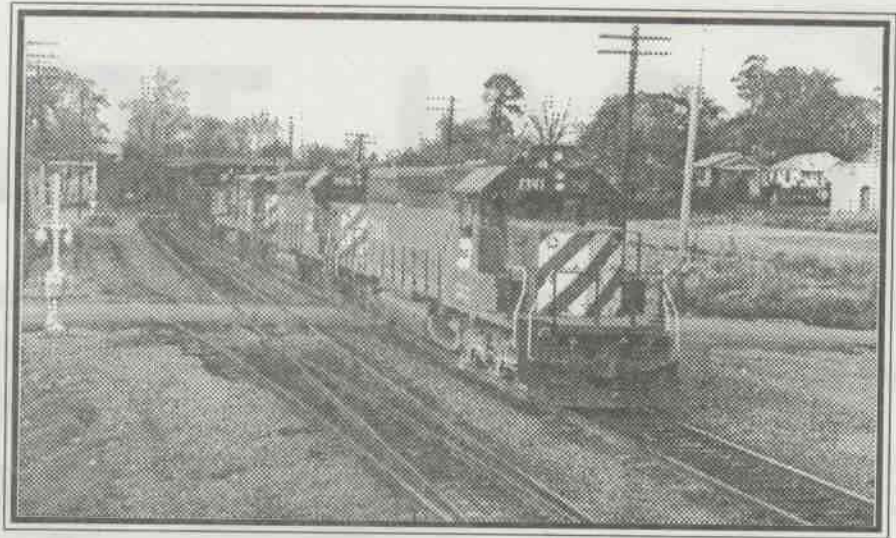
# COAL TRAIN

## A PICTORIAL OF MODERN RAILROADING

All Photos by John M. Martin



On tight 80-hour turnaround schedules, Coal Trains are the life-blood of the modern Union Pacific and were on its predecessor, the Missouri Pacific in Arkansas. One-hundred-eleven car, fourteen thousand ton black snakes that keep the electrons flowing in Central Arkansas and Louisiana. Since the merger the power is all yellow and big. Pairs of SD50-60s and General Electric Dash 8's dominate the power, with occasional mixes of SD40/2's and older GE's. The route is consistent. In on the Central Division loaded, change crews at 13th St. on the North side or at Biddle on the South. Run to White Bluff or Rodamachier and dump then scamper back for more! (top) Just out of a crew change at 13th Street the 5006 leads an empty train north at Amboy curve in North Little Rock. (Middle) In better weather the 5013 stretches its legs also at Amboy in the summer of 1987. (Bottom) A trio of older GE units slip on the Louisiana main at Little Rock Junction with a loaded train for White Bluff.



Before the merger BN power was the norm on all coal trains. (Top) BN 7141 eases over Iron Mountain Hill at 16th Street about to head thru Little Rock Junction. (Bottom) BN 7434 clips along at 30 m.p.h. by the airport with a loaded string for White Bluff.



A Cotton Belt/Southern Pacific/Denver & Rio Grande lashup through the yard in Kansas City in the summer of 1988. (Jim Johnson photo)

**HAZEN DEPOT DISCUSSED** - The ongoing worthwhile project of preserving the Rock Island depot in Hazen was discussed at the March 8 meeting. Katherine Orlicek, who is generally in charge of the project, was at the meeting. L. T. Walker of our club has done a lot to get this project going.

The waiting room has been completely finished at this time. Mrs. Orlicek also stated that there is a Prairie Trace trail all the way to DeValls Bluff (this trail preserves the native grasslands of the area, some of which have not been touched by agriculture or human hands for hundreds of years). A project to haul in 400 feet a track to be replaced in front of the depot is still going on with the Union Pacific, who may donate the track. (Too bad this track wasn't left in place in front of the depot back in the mid 80s when the line was scrapped, like some track was in other towns).

A Railroad Hall of Fame was also discussed, whereby one person could be picked each year. This would be placed in the Hazen depot.

**BILL ROBINS GIVES TALK** - Bill Robins, President of the Dardanelle & Russellville Railroad, gave the program March 8. He found many glass negatives in a wooden safe in the D&R office along with passes, photos, 1883 stock certificates and all annual reports of the railroad. He showed many of these at the meeting.

He stated, among other things, that the D&R hauled 99,900 passengers in 1920, while by 1930 it only hauled 1800 because of the new automobiles.

Since Mr. Robbins took over last fall (something he's always wanted to do for 30 years), the D&R has increased business dramatically. In February 1988, the D&R hauled 37 cars...in February of this year it hauled 113.

**MAY 6 EUREKA SPRINGS TRIP DEADLINE APPROACHING!** - The club's annual trek to Eureka Springs to ride the Missouri and North Arkansas dinner train is definitely going to be May 6. Here are the details:

The chartered bus will be leaving the Twin City Bank north parking lot at 7 AM Saturday, May 6, arriving in Eureka Springs about 11 AM with the dinner train leaving at 11:30 AM. The bus will leave Eureka Springs back for North Little Rock at 3 PM.

As said, the dinner train leaves the Eureka Springs depot at 11:30 AM pulled by diesel. Steam trips will run at 1 and 2 PM...these do not have the dinner.

The fare, including roundtrip bus and the dinner train is \$33 per person. This includes one of the steam trips as well. If you'd like to simply ride a steam train without the dinner, fare is \$5.35. The lunch train by itself is \$10 (not including the roundtrip bus fare, of course). There can be no side trips to downtown Eureka Springs via our chartered bus due to regulations. However, there are shuttles to and from the depot by other sources.

CUTOFF DATE to get your money in is our next meeting, April 9. Make checks out to the Arkansas Railroad Club and mail to Bill Church, 5619 Bel Caro Place, North Little Rock AR 72118. His phone number is 501-753-4582. You may also contact Naomi Hull at 501-945-5556 for more details. SEE YOU THERE.

**GET WELL!** - It was learned at the March 8 meeting that member Bill Merck has been in the hospital recently and is recuperating at home. He almost made it to the meeting. He might like to get a few get-well cards. You can mail them to Bill Merck, Rivercliff Apts, 24-W, 2000 Magnolia, Little Rock AR 72212.

## ARKANSAS RAIL NEWS



**819 NEWS** - There is still no definite plan to run the 819 to Texas and Louisiana this spring and anything you read that says so is false, according to a press release by the Cotton Belt on March 10. According to the release: "We have no plans to operate a special in Texas and Louisiana at this time, and in fact, have no approved operations at this time elsewhere on Cotton Belt or the SP Eastern Lines."

So, we just have to wait for the official announcement. Hopefully, the 819 will still be run, but it takes a lot of work for the railroad to do this, and they, understandably, want everything to go just right.

Meanwhile, the 819 recently passed all federal inspections and is in tip-top shape.

**\$2,715 WEAPON STOLEN FROM TRAIN** - (North Little Rock) - An M-60 machine gun worth \$2,715 was taken when a military shipment on a Union Pacific train traveling from Fort Chaffee to Avondale, Louisiana was broken into, apparently while docked in North Little Rock for five days. This occurred in early January. The machine gun, which belongs to the United States Army, was not loaded and the 7.62mm ammunition it uses is not easily accessible.

The theft may have occurred while the train was docked at the Union Pacific yard at 1000 West Fourth Street in North Little Rock. Also taken was a tripod for the machine gun and a traversing mechanism used to connect the gun and tripod. (ARKANSAS DEMOCRAT, February 17, 1989)

**\$1.5 MILLION SUIT FILED AGAINST MISSOURI PACIFIC** - (Fort Smith) - A Fort Smith man filed a \$1.5 million negligence suit against Missouri Pacific February 7 for injuries he received in a train wreck. Gary L. Rowe alleged in the federal court suit he was injured while working as an engineer on February 4, 1986, on a MoPac train that collided with a group of railroad cars near Fort Smith. (ARKANSAS DEMOCRAT, February 18)

"Leave It To Beaver" debuted on TV October 4, 1957, the same day that Russia launched Sputnik.

**COMMODES EXPLODE** - (Fordyce) - Propane was accidentally injected into a Fordyce city water line March 7, causing three fiery toilet explosions. Wendell Rex Wells said he would have died in a burning bathroom had he not crashed through a wooden door. He worked at the Benton Casket Manufacturing company. Apparently, the propane entered the water line when a worker at TransiTank attached a water line improperly, according to the Fordyce fire chief. TransiTank cleans and reconditions railroad tank cars and is located next to the Cotton Belt tracks in the old Rock Island rail yards.

In addition to the casket company, two homes suffered bathroom explosions. In each case, the toilets exploded. Peroine Weathers, owner of one of the houses, said the explosion blew his daughter off the commode. Weathers said he left the house "barefooted as a goose".

Two houses down, Debra Rayford's house had a similar explosion. The force of the explosion blew bricks off her house. Her daughter was in fair condition at Arkansas Children's Hospital in Little Rock.

Wells, from the casket company, said it was near quitting time when he heard a strange bubbling sound coming from the toilet in the bathroom. Trying to correct the problem, he touched the tank lid when the whole thing blew up. His nylon jacket melted in the ensuing fire.

He was to be kept in a hospital for 10 days due to the burns. He said when he returned home "I'm going to build me an outhouse."

The Fordyce fire chief said that when he turned on the water at a home faucet across the street from the casket company, he could light it. To quote him (Roy Moseley): "Things come and things go, but when a man sees water burning, it might be time to go."

Fordyce residents were warned not to use the water until the lines could be flushed out, which were done by noon March 8. (ARKANSAS GAZETTE, March 9, 1989 by John Hofheimer)

**ANNUAL STEAM MEET TO BE HELD** - (Hot Springs) - The annual Spring steam meet at the Mountain Valley Railroad (park size trains) will be held May 18, 19 and 20 in Hot Springs, Arkansas. The location, north of Hot Springs off Highway 5, has over 2500 feet of tracks, three trestles and large cuts. You may bring your own engines to run. Contact Cary Nettles (501-525-1675) or Phil Hale (501-623-3957) for more details.

**NEW BUSINESS FOR THE DEQUEEN & EASTERN RR** - (DeQueen) - The new Blue Ridge chip reloader at Dierks is generating new business for the DeQueen & Eastern/Texas, Oklahoma & Eastern Railroads. It also means fewer chip trucks on the highways through DeQueen. The reloader is unloading 55 to 60 semi-trucks a day and putting their loads onto rail cars. It takes about two and one-half truck loads to fill an average train car. Les Gilliam, vice president of the railroads, said "It's the mill's job to get the chips shipped the cheapest way possible." (Say THAT five time quick). (DEQUEEN BEE, February 23, by Billy Ray McKelvy)

According to the December 1988 University of California/Berkeley Wellness Letter, the new ultrasonic air humidifiers may cause increased susceptibility to colds and flu if you use regular tap water in them instead of distilled water. It seems the humidifiers throw tiny particules of minerals dissolved in tap water into the air, eventually forming a fine white dust which coats furniture and penetrates lungs.

**BURLINGTON NORTHERN HAS NEW BUSINESS IN ARKANSAS** - (Valley Stone) - The U.S. Corps of Engineers has purchased 23,000 tons of rip-rap (about 300 carloads) from Boorhem Fields, Inc., which began moving via BN in early February from Valley Stone, Arkansas to Memphis. The shipment will move at the rate of 20 to 30 carloads per week. (BN's ON TRACK, March 1989)

**UNION PACIFIC DEPOT IN ARKADELPHIA MAY BE GIVEN TO CITY** - (Arkadelphia) - Union Pacific may donate the old Missouri Pacific depot to the city of Arkadelphia. The depot, which is at least 80 years old, became an Amtrak station in 1984. Steve Beck, city manager, said he was recently contacted by Neil Wright of Amtrak and was told that Amtrak plans to start making DAILY STOPS at Arkadelphia in April or May (is the Eagle really going daily?). Also, Amtrak pays a caretaker about \$200 a month to upkeep the station.

The caretaker would be responsible for opening the building an hour before a scheduled Amtrak stop and would keep it open about 30 minutes after the train had departed. The caretaker would also be responsible for maintaining the condition of the station including the restrooms. Currently, the city leases the depot from U.P.

There is some indication that Union Pacific is willing to donate the depot to the city. One point of contention that has made the city directors hesitant to accept the depot is that Union Pacific is unwilling to also donate the land the building sits on. (Arkadelphia DAILY SIFTINGS HERALD, February 9 by Brian Bowling)

The LONGEST TRAIN EVER on the Missouri & North Arkansas Railroad was pulled by a Missouri Pacific engine in the Spring of 1926. It was 92 cars long, consisting of fruit headed for Kansas City from Little Rock. It seems that the Missouri Pacific was using the M&NA as a detour that day due to flooding on the MoPac just south of the Diaz Junction, which prevented the MoPac from using its normal routing to Kansas City on the White River Division. The famous "SUNSHINE SPECIAL" also detoured over the M&NA that spring day (exact date not known), taking a long route to St. Louis. Hogger of the fruit train was a former Missouri & North Arkansas engineer named Luther Weise. (From the Fall 1988 publication called "OAK LEAVES", put out by the Missouri & Arkansas Railroad Museum of Harrison, Arkansas.)

#### GENERAL RAIL NEWS

SOO LINE FOR SALE - The Chicago, Central and Pacific Railroad, based in Waterloo, Iowa, is considering a bid for the Soo Line. The Chicago Central, which runs between Council Bluffs and Chicago, has about 750 miles of track and 560 employees. The Soo Line, based in Minneapolis, operates in 11 states with 5,800 miles of track and 5,600 workers. Canadian Pacific, which owns 56 percent of the Soo Line, announced last October (1988) that it intends to dispose of its holdings). The Chicago & Northwestern Railway plus a Pittsburg railroad investment company have shown interest. (DES MOINES REGISTER, February 16 and March 1, 1989 via Jim Johnson)

SUPREME COURT TO HEAR RAILROAD CASE - The U.S. Supreme Court will hear arguments March 29 on two issues which could have far reaching implications in the railroad industry. The first is whether a railroad must negotiate with unions over sales of rail lines. The second involves a federal court's authority to block a strike after a railroad sale has been approved by the ICC. (SP UPDATE)

U.S. RAILROAD BUYS CHINA'S LAST STEAM ENGINE - (Boone, Iowa) - After months of negotiations, the Boone & Scenic Valley Railroad of Boone, Iowa placed its order for a Chinese steam locomotive on February 21. The engine will be the last one built at the Chinese factory in Datong, China. It will weigh 115 tons and cost about \$355,000. It will also be the first locomotive produced in China to be used outside that country.

The Boone & Scenic Valley is a tourist line. It is expected that many steam enthusiasts will want to see a new steam engine, since China has been building them since getting U.S. engine plans at the end of the 1940s. The new engine should arrive in June. (DES MOINES REGISTER, February 22)

TEXAS HIGH SPEED RAIL? - (Houston) - Former Texas Governor John Connally has been hired as a consultant for First City Bancorp of Texas. One of Connally's primary tasks will be advising on the prospects for development of a high-speed rail system linking Houston and Dallas. First City has expressed a strong interest in such a system, viewing it as vital to the positioning of Dallas and Houston as a major regional finance center similar to Los Angeles or New York.

A consultant's study released in early February by the Texas Turnpike Authority recommends construction of a "Texas Triangle" high-speed rail project connecting Houston, Dallas, Fort Worth and Austin-San Antonio. (HOUSTON CHRONICLE, February 19, 1989 via John Robinson)

MX MISSILE DECISION ON HOLD - The White House has put off a decision on how to modernize the nation's land-based nuclear missiles. A decision is now expected in April. The NEW YORK TIMES said President Bush was divided on the issue of buying more of the 10-warhead MX missiles and deploying them on rail cars. The rival option would be

to switch to a single-warhead missile, the midgetman. (SP UPDATE)

STREET CARS FOR KANSAS CITY? - (Kansas City) - A plan to give the Kansas City Area Transportation Authority a permanent source of money to develop a street car system won some approval in the Missouri House in late February. Under the plan, a half-cent city transportation sales tax in Kansas City would continue with part of the money used to pay off long-term construction costs of a street car system. (KANSAS CITY TIMES, February 22 via Jim Johnson)

CAUSE OF DURANGO & SILVERTON FIRE FOUND - (Durango, Colorado) - The cause of the February 10 fire that destroyed the classic Durango & Silverton roundhouse was found to be a spark from workers equipment. This spark apparently found its way into a Celotex wallboard behind an electric kiln used to harden bearings. Six of the D&S's engines were in the roundhouse at the time of the fire. (ROCKY MOUNTAIN NEWS, February 13)

UNION PACIFIC BUDGET FOR 1989 - Union Pacific is planning a \$659 million capital budget for 1989, the same as last year. Among other expenses, \$256 million is for track renewal and \$212 million for locomotives and cars. Track workers will replace 506 miles of rail and 1.3 million ties. UP will take delivery of 187 new locomotives in 1989. (UP INFO MAGAZINE)

NO CABOOSES LEGAL - The U.S. Supreme Court has upheld a ruling that effectively barred Texas from requiring cabooses on most trains in the state. The court said that a federal law preempts state regulations in the matter.

WATONGA CHIEF READIED - (Watonga, Oklahoma) - The Watonga Chief Dinner trains will begin their 9-week excursion season on April 8, continuing through June 11 on Fridays through Mondays. The trains are a project of the Central Oklahoma Railfans Club. Watonga is located 69 miles northwest of Oklahoma City.

The train includes a 46-seat dining car, a 60-seat chair-lounge and four cabooses. The Watonga Chief operates on the track of the AT&L Railroad, owned by Wheeler Elevators.

Melinda Miles, a full-blooded Cherokee/Kiowa American Indian and first runnerup in a recent Miss American Indian contest will be featured on some May trains. Full information can be obtained by writing Howard Thornton, 2936 Bella Vista, Midwest City, OK 73110. Phone is 405-732-0566. (THE DISPATCHER, Central OK Railfan Club)

NEW TRAIN SERVICE TO GALVESTON - (Houston) - Regular railroad service between downtown Houston and Galveston was scheduled to begin March 4 with the first run of Houston businessman Franklin M. Denson's "Texas Limited." The train, with four restored cars and a capacity of 300, was scheduled to begin weekend service between Galveston's Railroad Museum and Houston's downtown Amtrak (SP) station. In the 1930s, trains left Houston for Galveston 20 times a day. (THE DISPATCHER of the Central Oklahoma Railfan Club)

UP 8444 TO COME TO KANSAS - (Topeka) - The Union Pacific's steam engine 8444 will make a return trip to Topeka for the 1989 Railroad Days during Labor Day weekend, September 2-4. (TOPEKA CAPITAL-JOURNAL, March 1, via Jim Johnson)

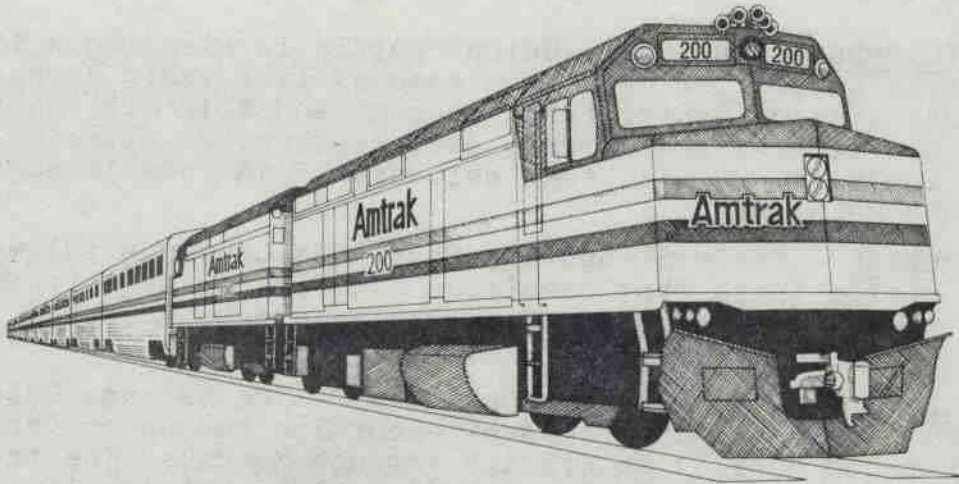
SP CARLOADINGS CONTINUE UP - Southern Pacific's total January carloadings were 124,491, up 5.3 percent from the 1988 period. A big increase was in military shipments, up 277 percent. This shipment originated mostly at Fort Knox, Tennessee. Automobile shipments rose 25.5 percent due mainly to more Fords and Chrysler cars being shipped. (SP UPDATE)

AIRLINE MACHINISTS THREATEN RAILROADS - Eastern Airline machinists have threatened to expand the dispute to the nation's commuter rail

lines. Transportation secretary Samuel Skinner on March 2 urged the unions to avoid using the secondary boycott. He said the Bush Administration is prepared to propose legislation eliminating sympathy strikes. (SP UPDATE)

**THE LAW ON RAILROAD CROSSINGS** - Jerry Webb of the Pacific Northwest Chapter of the NRHS answered my question concerning the legal thing to do when seeing a flashing light at a railroad crossing. He got his information from the Oregon Driver's Manual. It says:

"Stop before crossing railroad tracks if you see or hear...A signal indicates a train is coming. A crossing gate is lowered... Flashing red lights mean a train is coming. STOP. After stopping, do not start across the tracks until you are sure you can do so safely. Do not try to go through, around or under a crossing gate or barrier when it is down or being opened or closed."



**INTERESTING AMTRAK FACTS** - From 1981 to 1988 (fiscal years) Amtrak's revenue grew more than 30 percent, after accounting for inflation. Amtrak's revenue-to-cost ratio improved from 48 percent in 1981 to 69 percent in 1988. Federal subsidies fell from \$900 million in 1981 to \$581 million in 1988, a drop of more than 50 percent.

According to Amtrak President Graham Claytor, 100 new coaches from Bombardier will begin to relieve some pressure on space in the system this year (people have been turned away from Amtrak in recent years due to coach shortages). Claytor expects that within 10 years the Viewliners will have replaced most of the Heritage cars, but he does not anticipate placing the first order for Viewliners until 1990 after extensive testing.

He also said that the limited number of new cars from Bombardier coming this year or next will go toward relieving equipment shortages and toward making Amtrak's three, thrice weekly trains DAILY. (MODERN RAILROADS, January 1989)

**ACTUAL TRAINS ON AMTRAK MAKES MONEY SECOND YEAR IN ROW** - The 1988 Amtrak Annual Report said that in 1988, Amtrak's revenue-to-short term avoidable costs (such as train crews, fuel and power - i.e., the actual costs of running each train) was 1.15, which means Amtrak made about a 15 percent PROFIT on actually running its trains last year, the second year in a row it did this. Reduced crew sizes and other rule changes have helped this to become a reality. What loses money for Amtrak is overhead costs, claims, maintenance, etc.

**LET'S TAKE STOCK** - In 1988, Amtrak owned 298 locomotives, with their average age 10 years. It owned 1,710 passenger cars, including 282 Superliners, over 600 Amfleet cars, 813 Heritage cars (from the 40s and 50s), 65 Turboliner and 61 self-propelled cars. Average age of all passenger cars was 16.6 years (much better than the current airliner ages).



**AMTRAK STATISTICS BRIGHT EXCEPT FOR ON-TIME PERFORMANCE** - Amtrak's on-time performance in January 1989 overall was 81.9 percent, up from 68.9 percent in 1988. However, long distance on-time was only 59.0 percent (meaning 4 out of 10 trains were late). "Our" trains in this part of the country fared generally worse than average. The "EAGLE" was on-time only 32.1 percent of the time (7 out of 10 times the train was late) in January 1989 compared with 53.6 percent in 1988. The "CITY OF NEW ORLEANS" was on-time only 19.4 percent, while the "SUNSET" was on-time 84.6 percent of the time. Increased freight business on the railroads is the major cause of this lateness.

**AMTRAK RIDERSHIP BY ROUTE/AREAS**

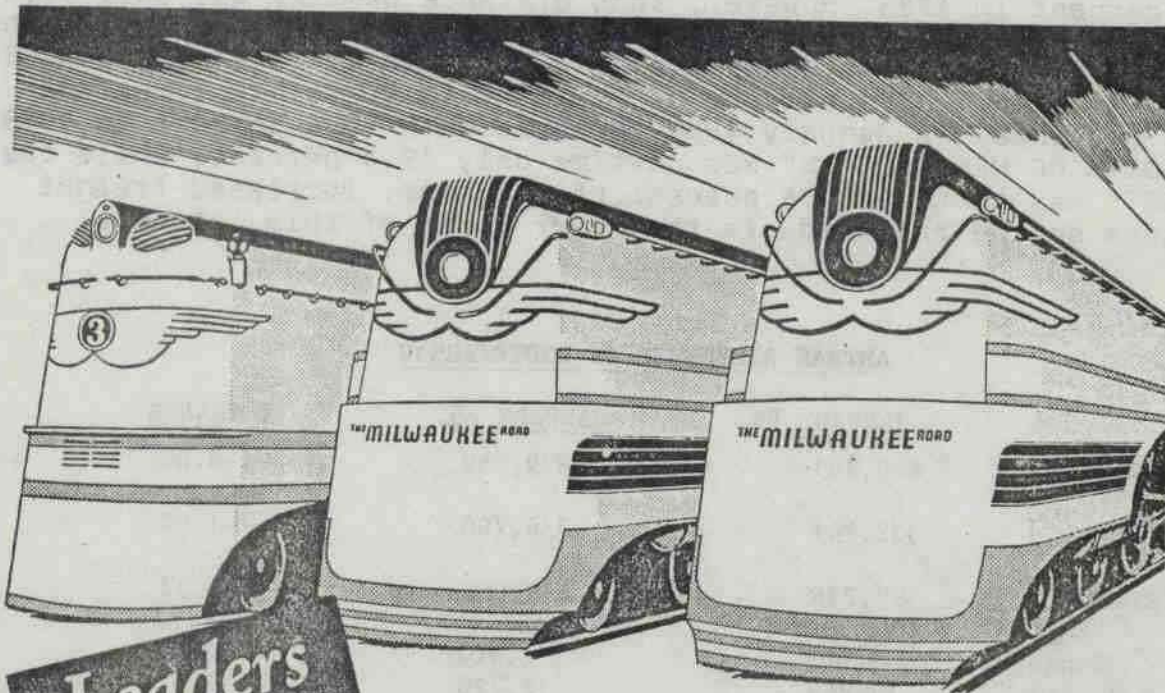
	<u>JANUARY 88</u>	<u>JANUARY 89</u>	<u>% CHANGE</u>
NE CORRIDOR	849,161	879,750	+3.6%
SHORT DISTANCE	332,741	338,790	+1.8%
LONG DISTANCE	399,236	417,052	+4.5%
"Eagle"	9,716	13,089	+34.7%
"Sunset"	9,002	8,702	-3.3%
"City N Orleans"	15,269	14,720	-3.6%
SPECIAL TRAINS	5,064	5,172	+2.1%
<u>TOTAL</u>	<u>1,586,202</u>	<u>1,640,764</u>	<u>+3.4%</u>

	<u>YEAR/DATE 88</u>	<u>YEAR/DATE 89</u>	<u>% CHANGE</u>
NE CORRIDOR	3,771,327	3,766,096	-0.1%
SHORT DISTANCE	1,449,017	1,486,649	+2.6%
LONG DISTANCE	1,685,764	1,700,747	+0.9%
"Eagle"	37,187	44,726	+20.3%
"Sunset"	35,039	34,101	-2.7%
"City N Orleans"	67,017	66,240	-1.2%
SPECIAL TRAINS	24,205	23,953	-1.0%
<u>TOTAL</u>	<u>6,930,313</u>	<u>6,977,445</u>	<u>+0.7%</u>

Amtrak had an average of 169.4 passengers on its trains at any one time in January 1989. (The "Eagle"/"Sunset" had an average of 246.4 passengers on board) The "Eagle's" ridership reflects the new Dallas-Houston leg started in November 1988.

**NEW AMTRAK SERVICE TO START MAY 23** - (Atlantic City, New Jersey) - Amtrak will begin operating new intercity rail passenger service to Atlantic City from New York, Philadelphia and Washington on May 23, Amtrak announced March 1. The Amtrak service will include five round trips on weekdays. The trains will be known as the "Atlantic City Express" and are expected to attract 1.4 million new riders annually. These are the first new rail corridor services to start in Amtrak's entire 18 year life. Amtrak hopes that this new service will attract riders from across its system.

**NEWS UPDATED** through March 15...mailed Monday, March 20. Deadline for the May "Railroader" is April 20. Your editor will NOT be at the April 9th meeting, so mail me any news, stories, etc. Thanks.



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6585

(Collection of Jim Bennett)

FIRST EDITION NS 1989 STEAM EXCURSION SCHEDULE

Using both the 4-8-4 No. 611 and 2-6-6-4 No. 1218 extensively this year over much of the Norfolk Southern system, short-term leased steam engines will also be used where the larger NRES locomotives cannot operate.

- April 1-2 ..... Birmingham Ala-Chattanooga TN & return [611] .. Heart of Dixie-NRHS.
- " 8 ..... Atlanta-Toccoa GA & return [611] .. Atlanta-NRHS.
- " 9 ..... Atlanta-Chattanooga & return [611] .. Atlanta-NRHS.
- " 15 ..... Lexington-Stearns KY OW Diesel, OW [North][611] .. Bluegrass RR Museum.
- " 22 ..... Cincinnati-Portsmouth Ohio & return [611] .. Cincinnati RR Club.
- " 29-30 ..... Toledo-Bellevue Ohio & return [611] .. Bluewater Michigan-NRHS.
  
- May 6 ..... Greenville-Spencer NC & return [1218] .. Greenville Chapter-NRHS.
- " 7 ..... Greenville SC-Atlanta Ga & return [1218] .. Greenville Chapter-NRHS.
- " 6-7 ..... Brewster-Toledo Ohio & return [611] .. Orrville RR Heritage Committee.
- " 13-14 ..... Spencer-Asheville NC & return [1218] .. No.Carolina Transp Hist Corpn.
- " 13 ..... Bellevue Ohio-Kenova WV OW [611] .. Mad River & NKP RR Society.
- " 14 ..... Kenova WV-Bellevue Ohio OW [611] .. same organization.
- " 20-21 ..... Chicago Ill-Fort Wayne Ind & return [611] .. Chicago Chapter-NRHS.
- " 20 ..... Norfolk-Petersburg Va & return [1218] .. Chesapeake Jubilee.
- " 27 ..... St.Louis-Moberly Mo & return [SLSF 1522] .. Saint Louis-NRHS.
- " 27 ..... Greensboro-Winston Salem-Barber-Salisbury-Greensboro Circle [1218] ..  
Greensboro-NRHS.
- " 28 ..... Greensboro-Goldsboro OW 1218, Diesel Return .. Greensboro-NRHS.
  
- June 3 ..... Richmond-Roanoke & return [1218, Diesel Lynchburg-Rich] .. Old Dominion-NRES.
- " 3-4 ..... Buffalo NY-Ashtabula Ohio & return [611] .. Niagara Frontier-NRHS.
- " 10 ..... Erie PA-Buffalo NY & return [611] .. Lake Shore-NRHS.
- " 17 ..... Cleveland-Portsmouth Ohio OW [611 doubleheaded with 2nd engine to be announced .. Independence Limited 89 .. Roanoke-NRHS.
- " 18 ..... Portsmouth-Bluefield WV OW [611 +?!] .. Independence Limited 89.
- " 19 ..... Bluefield-Roanoke OW [more of 611 and "friend"] .. Independence LTD 89.
- " 24 ..... Johnson City-Morristown or Bulls Gap & return [1218] .. Watauga Valley-NRHS.
- " 25 ..... Bristol-Radford or Roanoke RT [1218] .. same guys!

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 \$12 additional per year (total payment for Arkansas residents \$22.00).

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

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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

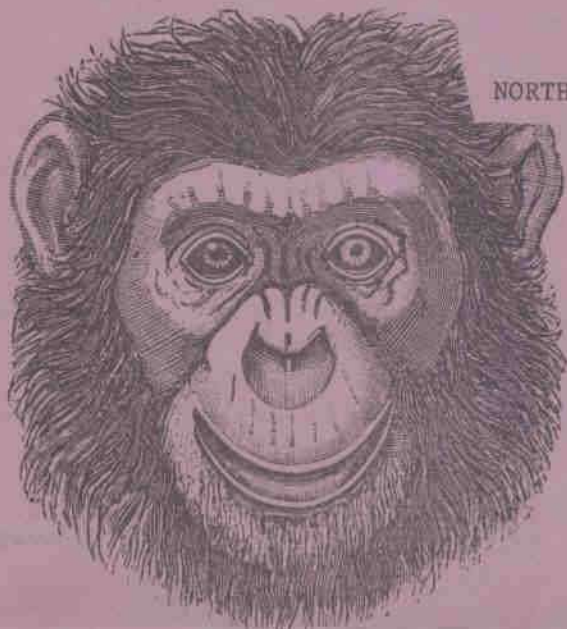
WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. The meeting place this month is the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. "PROGRAM" inside.

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 publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The RAILROADER is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/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, such as stories, pictures (prints only, color or black & white, any size), diagrams, ADDRESS CHANGES, etc:



KEN ZIEGENBEIN, Editor  
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ARKANSAS RAILROADER

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North Little Rock, AR 72118-3160

ADDRESS CORRECTION REQUESTED

APRIL 1989

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