



ARKANSAS RAILROADER



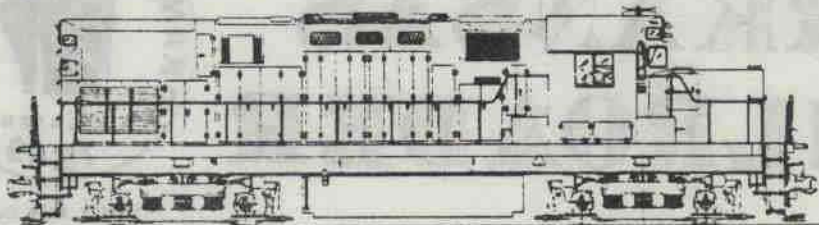
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 21 NUMBER 4

APRIL 1990



The **MADAM QUEEN** (Missouri Pacific 4-6-2 number 6001) heads MoPAC's Mail and Express Train Number 8 northbound through North Little Rock's rail yards in the busy war month of June 1943. (Photo by Clifton E. Hull - see story on Page 3)



C-420

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1990 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- | | |
|--|--|
| <i>President</i> - Matt Ritchie
111 Tenkiller
Sherwood AR 72116
(501)-834-4449 | <i>Vice-President</i> - Barton Jennings
P. O. Box 6695
Springdale AR 72765
(501)-751-8975 |
| <i>Treasurer</i> - Dick Byrd
12 Flintwood Drive
Little Rock AR 72207
(501)-225-7354 | <i>Secretary</i> - Polly Hamilton
522 South Main
Benton AR 72015
(501)-778-6221 |
| <i>NRHS Rep</i> - Peter Smykla
2800 West 37
Pine Bluff AR 71603
(501)-535-4724 | <i>Editor</i> - Ken Ziegenbein
905 Valerie Drive
N Little Rock AR 72118
(501)-758-1340 |
| <i>Board</i> - Stanley Wozencraft
P. O. Box 1938
Little Rock AR 72203 | <i>Board</i> - Bill Bailey
8318 Reymere Drive
Little Rock AR 72207 |
| <i>Board</i> - Clifton E. Hull
3507 E. Washington, #31
N Little Rock AR 72114 | <i>Board</i> - William Church
5619 Bel Caro Place
N Little Rock AR 72118 |
| <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 & SALE - The 10th Annual Arkansas Railroad Club Show & Sale will be held Saturday, June 2, 1990 at Fisher National Guard Armory, 2600 Poplar Street, North Little Rock. The show and sale will feature railroad artifacts of all kinds, including model trains. The show will run from 9:30 AM until 3:00 PM and will cost \$2.00 per adult (children under 12 free). Again the date - Saturday, June 2.

If you'd like to sell or show any of your railroad wares just sitting around gathering dust in the attic, or if you're a dealer who'd like to rent a table, the cost of renting one table is \$17 (set-up time will be 5:00 PM - 8:00 PM the Friday before and again early Saturday morning).

Contact either of the following for more information or if you want to rent a table (send along a self-addressed, stamped envelope):

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

Mr. William T. Church
5619 Bel Caro Place
North Little Rock AR 72118
501-753-4582

BOYS CLUB MODEL TRAIN MEET - The Billy Mitchell Boys Club of Little Rock will hold its second annual Open City Model Train Meet on May 19 and 20, 1990 at the Billy Mitchell Boys Club, 3107 West Capitol, Little Rock. Admission will be \$1.00 per person. The event will be hosted by the Boys Club and the Southwest Independent Modular Railroaders. There will be a sale and swap meet of model and toy trains. Tables to rent are \$5.00 each. Contact Andrew McNair, c/o Billy Mitchell Boys Club, 3107 West Capitol, Little Rock AR 72205. You must reserve before April 30.

WHEN ROYALTY RODE THE RAILS

by: Clifton E. (Gene) Hull

It was a warm, humid day in June 1943, and I was the proud possessor of a \$15 folding camera from a nearby friendly pawn shop. Being a kid brakeman for the Missouri Pacific, I immediately took my prize to the busy yards at North Little Rock, Arkansas... where I began preserving negative images of locomotives (steam of course), cars, and trains.

About two hundred yards westward was the "HOLE YARD," all tracks of which were laid on a curve. About a mile to the southwest, the northbound and southbound main lines spanned the Arkansas River on the steel through-truss Baring Cross bridge.

Out of sight around the curving HOLE YARD I heard the muted bellow of a locomotive whistle. The yard was filled with wartime freight effectively blocking the view around the curving tracks. My 922 Elinvar model Hamilton showed the time to be 3:05 p.m., which meant the whistle was warning everyone of the approach of northbound Train No. 8, heading for St. Louis with express and U.S. mail.

I was standing between the two main lines, my trusty camera ready to snap this train's portrait.

Then came the echoing sound of crisp, sharp exhaust barking from the engine's stack. There was no uneven rhythm of the usual valve setting. The engine suddenly came into view, canting slightly to the curving main line fol-

lowing the perimeter of the yard. The full force of the exhaust came strong and clear. A billowing cloud of gray fuel oil swirled just above the roofs of a dozen steel cars. The rapidly increasing cadence of the exhaust indicated the engineer had the throttle level pulled back against the peg, and was fine-tuning the engine with the power cut-off lever. A plume of white steam blossomed, then instantly mingled with the smoke, and there came a hoarse, raucus blast of the whistle.



I then realized that in a very few seconds I would have an opportunity afforded very few people - I was about to photograph MADAM QUEEN in all her glorious action! Even today, not many such photographs exist. With my left eye glued to the camera viewfinder, I waited, tense as a watch spring. The smokebox was about fifty feet away when I pressed the shutter release. A couple of seconds later a blast of wind sent me stumbling back across the southbound main line. Very foolishly I had forgotten I was standing between the main lines.

I scrambled to my feet to watch the speeding train disappear around a

curve along the NEW YARD (present hump yard), being chased by a swirling cloud of ballast dust. In 1/50 of a second I had caught a rare view of the premier experimental locomotive of the Missouri Pacific - MADAM QUEEN!

This engine began life as a three-cylinder 4-6-2 at American Locomotive Company in 1925 with number 6000. Due to the careless attitude of round-house crews, things unseen did not need maintenance. That third cylinder, concealed with the frame, was ignored. Soon the engine was in the shop more than on the road.

In 1942 the shop force at North Little Rock removed that third cylinder, installed Franklin Railway Supply Company poppet valves, multiple guide crossheads, and roller bearings. She was fired with oil instead of coal. She came out of the shop with number 6001, and the name - MADAM QUEEN. The Queen hit the rails in November 1942, and set a record of 102,000 miles in one year on the Memphis and Arkansas Divisions. She was scrapped in April 1952.

On that June day of 1943 I was in the right place at the right time. With my little pawn shop camera, I made a rather rare portrait of Royalty Riding the Rails.

-- END --

(See front cover)

TRACK WARRANTS

By John M. Martin

With the MoPac-Union Pacific Merger many operating practices have changed. One of the most apparent is that of the use of Track Warrants on the Central Division, formerly controlled by Automatic Block Signals and Train Orders. Track warrants are used to expedite the movement of trains via radio communications, thus the use of the radio has finally reached its full potential as a means of train control. Authority to use track warrants is designated by Operating Rule #400, by special instruction or general order. Track warrants must be numbered consecutively from the beginning of each calendar date.

A significant change is that in Track Warrant Control (TWC) territory there is no superiority of trains. There are no rules as previously that trains of one class have superiority over another class or direction.

The limits warrant must be des-specifying track, and exact points switches, mile fiabile points, names) may be conductor and have a copy of the addressed to their

Track given verbally by patcher directly to train (thus elimi-for any open station). Crew mem-track warrants by appropriate track warrant form certain inform-times, stations, structions on the will then be re-

Train Dispatcher, who will check and, if correct, will give "OK" and the time. The OK time must be written on the track warrant and repeated to the Train Dispatcher. The track warrant is not in effect until the OK time is shown on it.

When operating with a track warrant, if a train is authorized to proceed from one point to another, you may move *only* in the direction specified. When a train is authorized to "work between" two points it may move in either direction between those points.

If two or more trains occupying the same limits, speeds need not be reduced providing the trains are authorized to move in the same direction and instructed to provide flag protection. However, if one or more of the trains are performing switching work or work service, then they must be instructed to move at restricted speed.

By rulebook definition, Track Warrants are in effect until:

1. Crew has reported clear of limits.
2. Track Warrant becomes void; or

UNION PACIFIC TRAINING Missouri Pacific Railway	TRACK WARRANT
<p>1. _____, TR _____</p> <p>2. _____ AT _____</p> <p><i>Write "X" in box for each item requested</i></p> <p><input type="checkbox"/> TRACK WARRANT No. _____ IS VOID.</p> <p><input checked="" type="checkbox"/> PROCEED FROM _____ TO _____ ON _____ TRACK.</p> <p><input type="checkbox"/> PROCEED FROM _____ TO _____ ON _____ TRACK.</p> <p><input type="checkbox"/> WORK BETWEEN _____ AND _____ ON _____ TRACK.</p> <p><input type="checkbox"/> NOT IN EFFECT UNTIL _____ M.</p> <p><input checked="" type="checkbox"/> THIS AUTHORITY EXPIRES AT _____ P.M.</p> <p><input type="checkbox"/> NOT IN EFFECT UNTIL AFTER ARRIVAL OF _____ AT _____</p> <p><input checked="" type="checkbox"/> HOLD MAIN TRACK AT LAST NAMED POINT.</p> <p><input type="checkbox"/> DO NOT FOUL LIMITS AHEAD OF _____</p> <p><input type="checkbox"/> CLEAR MAIN TRACK AT LAST NAMED POINT.</p> <p><input type="checkbox"/> BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS ARE OCCUPIED BY TRAIN OR ENGINE.</p> <p><input type="checkbox"/> BETWEEN _____ AND _____ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN OR MACHINES FOULING TRACK.</p> <p><input type="checkbox"/> DO NOT EXCEED _____ MPH BETWEEN _____ AND _____</p> <p><input type="checkbox"/> DO NOT EXCEED _____ MPH BETWEEN _____ AND _____</p> <p><input checked="" type="checkbox"/> PROTECTION AS PRESCRIBED BY RULE 99 NOT REQUIRED.</p> <p><input checked="" type="checkbox"/> TRACK BULLETINS IN EFFECT: _____</p> <p><input type="checkbox"/> OTHER SPECIFIC INSTRUCTIONS: _____</p> <p>OK _____ A.M. COPIED BY _____ Wallace _____ DISPATCHER _____ NPC</p> <p>LIMITS REPORTED CLEAR AT _____ M BY _____</p> <p>RELAYED TO _____</p>	

of a track war-ignated by where required, (such as poles or identi-*except station* used. Both the engineer must track warrant train or engine.

Warrants are the Train Dis-the crew of a nating the need tions along a bers must copy checking the boxes on the and writing in tion (such as etc.). The in-track warrant peated to the

3. The time limit has expired.

When a track warrant becomes void, the word "VOID" must be written across each copy of the track warrant.

Track Bulletins

Track Bulletins will be used in TWC territory and other territories designated by special instructions. Basically they are fill-in-the-blank type movement orders.

The Form "A" track bulletin is used in place of a Form "X" train order (slow order). The Form "B" track bulletin is used in place of a Form "Y" train order (protection of men and machines order).

Track Bulletins issued to a certain train must be listed on the track warrant, and the conductor and Engineer must have copies of all track bulletins listed.

When a track bulletin is transmitted verbally to a train,

RAILROAD SYSTEM
Union Pacific Railroad
Western Pacific Railroad

TRACK BULLETIN FORM "A"

No. _____ ON _____ SUBDIVISION _____, 19____

TO _____ AT _____

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN:
(Under column headed "Flags" enter "A" if displayed or "B" if not displayed. Use last two columns when authority and then distance prescribed by Rule 10 to indicate location and direction.)

LINE VOID	LINE NO.	LIMITS MP TO MP	BETWEEN STATION & STATION	SPEED MPH	TRACKS	FLAGS	AT MP	FOR DIRECTION
	1							
	2							
	3							
	4							
	5							
	6							
	7							
	8							
	9							
	10							

11) OTHER CONDITIONS:

OK 8:11 AM COPIED BY Wallace DISPATCHER HFC

TRACK BULLETIN FORM "B"

a member of the crew must copy the track bulletin and repeat it back to the Train Dispatcher. If it is repeated back correctly, the Train Dispatcher will respond "OK" and give the time and his initials. The crew must copy in the space provided the OK time, his last name and the Train Dispatcher's initials. Then repeat "OK" and the time to the Train Dispatcher.

A track bulletin, or part of a track bulletin, may be made void. To do so, The Train Dispatcher must issue a form "A" track bulletin and on the line designated "other conditions", use the following:

A) "Line _____ of track Bulletin No. _____ is void." The word VOID must be written in the margin to the left of the line indicated and a copy of the track bulletin, which made the line void, retained.

No. _____ ON _____ SUBDIVISION _____, 19____

TO _____ AT _____

ON _____ Be governed by Rule 465 within the following limits:
10 mi

LINE VOID	LINE NO.	LIMITS MP TO MP	BETWEEN STATION & STATION	FROM	LIMITS	TRACKS	FORSMAN OR GANG No.	STOP
	1							
	2							
	3							
	4							
	5							
	6							
	7							
	8							
	9							
	10							

OK 8:12 AM COPIED BY _____ DISPATCHER HFC

B) "That part of Line _____ of Track Bulletin No. _____ reading _____ is void." A line will be drawn through the portion made void and a copy of the track bulletin, which made it void, retained.

C) "Track Bulletin No. _____ is void." The word VOID will be written across each copy of the track bulletin being voided.

These are the basic rules concerning the issuance and operation using Track Warrant Control System. The Central Division from North Little Rock to Van Buren is controlled by this method.

This new system has eliminated costs tremendously. No longer are operators required to issue train orders, train crews do not get arbitrary pay for copying a train order, and the only real cost is paper and maintenance of radios. Trains are able to be operated more effectively and it offers flexibility without the tremendous cost of CTC installation. But indeed the flavor of grabbing the "19's" from the hoop held in the outstretched arms of an operator is gone forever.

Not Very Long Ago...

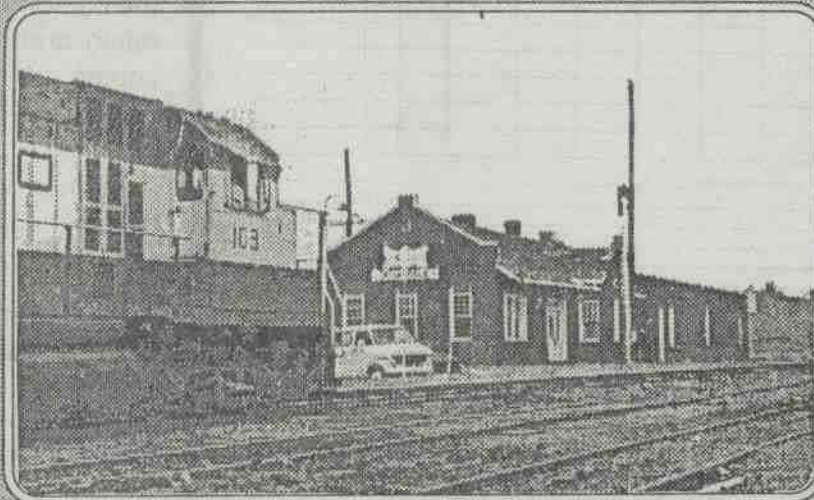


Photo by John Martin

What a grand brick depot there was. But her life was cut short by the Burlington Northern's bulldozer before the Arkansas & Missouri had the chance to utilize her. This cold winters day in 1980 finds the northbound Frisco Freight with a quartet of new GP-15-1's heading north lead by 1500 hp #109. A clear order board allow their passage but time and a merger will soon catch up with her.

(The above depot was at Springdale, Arkansas)

"Shortline railroads provide important transportation alternatives for their customers. Without these railroads, customers would be dependent upon only one mode of transportation -- trucking. In many cases the customers of shortline railroads have a number of rail options since, the shortline that serves them may connect with two or more Class I rail carriers. The alternatives offered allow shortline railroad customers to be more competitive in the marketplace."

-- Above from FOREST TRAILS, the bimonthly newsletter published by the owners of the F&P, AD&N and GLSR Railroads - Russell Tedder, President.

Course Titles of a not-so-famous fictitious school:

- | | |
|--|-------------------------------------|
| S1100 - "Creative Suffering" | S1101 - "Overcoming Peace of Mind" |
| S1102 - "You and your Birthmark" | S1104 - "The Primal Shrug" |
| S1108 - "Whine Your Way to Alienation" | C-6 - "Bonsai Your Pet" |
| H02 - "Creative Tooth Decay" | BC1 - "I Made \$100 in Real Estate" |



Every inch the Chief

Yes, *Little Chief*, our Chief measures up to the name!
 For it is the all-Pullman, extra-fare, transcontinental streamliner (along with the daily Super Chief) that is famous among discriminating travelers for smooth-riding speed, roomy comfort, and delicious Fred Harvey meals.

The Chief provides daily service between Chicago and Los Angeles, Chicago and Phoenix, Chicago and San Diego. In conjunction with the New York Central 20th Century Limited, the Pennsylvania Broadway Limited, and Baltimore & Ohio Capitol Limited, it provides daily Pullman service between New York and Los Angeles, and between Washington and Los Angeles without changing cars.



SANTA FE SYSTEM LINES... Serving the West and Southwest

T. B. Gallaher, General Passenger Traffic Manager, Chicago 4

(Ken Ziegenbein collection)

FORDYCE & PRINCETON RR CELEBRATES 100 YEARS

On February 22, 1990, the Fordyce & Princeton Railroad celebrated its 100th anniversary (it was created February 22, 1890 as a logging line for the Fordyce Lumber Company). In honor of its 100th birthday, the F&P will hold special train rides and other events during the Fordyce-on-the-Cotton Belt festival April 27, 28 and 29. Also, the F&P now owns a former Missouri Pacific 2,000 series GP-28. Apparently, only two of these engines ever went to the MOPAC.

General Manager Bob McManus says the entire line of the former Rock Island trackage between Fordyce and near Crossett is now welded rail. (This is quite an improvement from the 10 MPH speed limit placed on these rails when the F&P obtained them from the Rock in 1981). There'll be more F&P stories in the May RAILROADER.

(CLUB NEWS continued from Page 2)

RAILROAD CARDS PRINTED - SIM'S QSL, P. O. Box 3061, North Little Rock AR 72117 will print wallet-size I.D. cards for you with various railroad emblems on them (such as Rock Island, Missouri Pacific). Price is roughly \$7.00 per 100, depending on whether you need a railroad logo that he has to create or if you use one that he already has made up. These are two-color cards. Contact Dow Simerley, P. O. Box 3061, North Little Rock AR 72117 or call 501-945-9535 for more details of his services. (Mr. Simerley spoke at the March 11th meeting).

JUST MARRIED - Member Jonathan Royce got married on March 17 to Faye Jean Hart. Congratulations!

FORDYCE 819 TRIP? - The trip between Fordyce and Pine Bluff on April 29 (a Sunday) was still not confirmed as of March 20 (the cutoff for this newsletter - facts can only be good up to publication deadline). If you're interested in going should the trip be confirmed, call Bill Church at 501-753-4582. A bus will be chartered from North Little Rock to Fordyce if the train runs.

"RAILROADER INDEX" FOR SALE - James Fair, Jr., of Austin, Texas, has made up a 17-page index of stories written in the ARKANSAS RAILROADER since its beginning in 1970. If you'd like one of these, send \$2.00 (check made out to the Arkansas Railroad Club) to:

KEN ZIEGENBEIN - INDEX
905 VALERIE DRIVE
NORTH LITTLE ROCK AR 72118

MEMBER HUBERT DICUS of 4501 West 25th Street, Little Rock AR 72204 is ill and wouldn't mind a few cards from his friends in the club. He misses the club meetings very much. Mr. Dicus used to work for Western Union.

MEMBER ROBERT WINN of Fayetteville had his 87th birthday March 17. Mr. Winn is author of the book "RAILROADS OF NORTHWEST ARKANSAS." (Thanks to "THE SCRAMBLER" for the birthday news)

☆☆☆PROGRAM☆☆☆

The APRIL 8 meeting of the Arkansas Railroad Club will be held at 2 PM at the Twin City Bank on Main Street in North Little Rock. The program will be given by Steve Hefley, Superintendent of Union Pacific in North Little Rock. He will talk on "Operation Lifesaver" and other railroad topics. Again the date...Sunday, April 8. The public is always invited. Its FREE!

"DING DONG DADDY FROM DUMAS" INFORMATION WANTED - Sally Wolff, Assistant Dean at Emory University, Atlanta, Georgia 30322 is doing a research project on the origins of the song "I'M A DING DONG DADDY FROM DUMAS" and wants help. Two men, Carl Deacon "Squinchy" Moore and Phil Baxter, apparently wrote the song at a depot in Dumas, Arkansas in 1928 or so. The towns of Horner's Corner, Jackson's Hollow and Pitchfork Prairie are mentioned in the song, but she wants to verify whether or not such towns actually existed along the railroad. Does anyone have old late-20s timetables that show train schedules through Dumas or other information that could help her? Her address is above.

SHURFINE LABELS continue to earn money for the club. Collect these labels and turn them in to the club at our Sunday meetings. They earn

2 cents each for the club.

T-SHIRTS FOR SALE - We still have Arkansas Railroad Club T-shirts, caps, and jackets for sale. Prices are as follows:

- T-SHIRTS --- \$6, plus \$1 postage on EACH
- CAPS ----- \$4, plus \$1 postage on each
- JACKETS (non-monogrammed) --- \$25, plus \$2 postage each
- JACKETS (first name-only monogram) --- \$27, plus \$2 postage

NO COD'S, please! Money raised will go to club functions and newsletter expenses (averaging \$135 per month). Send your check made out to the ARKANSAS RAILROAD CLUB to:

ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Please allow 2 to 4 weeks for delivery. These would be nice to have at the Show and Sale as well as at the National NRHS Convention in St. Louis on June 14-17.

- - - - - "COTTON BELT STAR" (819) SCHEDULE TO ST LOUIS - - - - -

S.P. has authorized the operation of Cotton Belt steam engine 819 from Pine Bluff to St. Louis in June, 1990 for the national convention of the National Railway Historical Society. The 819, along with 12 vintage passenger cars, will run a paying excursion, leaving Pine Bluff June 12...returning from St. Louis June 17. The public is invited to ride. The trip is sponsored by the Cotton Belt Rail Historical Society. Here's the schedule (read down all three columns):

<u>TUESDAY, JUNE 12</u>	<u>WEDNESDAY, JUNE 13</u>	<u>SUNDAY, JUNE 17</u>
Lv. PBluff 8:00 AM	Lv. Illmo 8:00 AM	Lv. Valley Jct 8:00 AM
Ar. Stuttgart 8:50 AM	Ar. Chester 9:45 AM	Ar. Chester 9:40 AM
Lv. Stuttgart 9:01 AM	Lv. Chester 10:15 AM	Lv. Chester 10:10 AM
Ar. Brinkley 9:50 AM	Ar. Valley Jct 12:01 PM	Ar. Illmo 12:01 PM
Lv. Brinkley 10:20 AM		Lv. Illmo 12:30 PM
Ar. Hkory Rdg 11:15 AM		Ar. Dexter 1:40 PM
Lv. Hkory Rdg 11:25 AM		Lv. Dexter 1:50 PM
Ar. Jonesboro 12:15 PM		Ar. Malden 2:20 PM
Lv. Jonesboro 12:45 PM		Lv. Malden 3:00 PM
Ar. Paragould 1:35 PM		Ar. Paragould 4:01 PM
Lv. Paragould 1:45 PM		Lv. Paragould 4:10 PM
Ar. Malden 2:45 PM		Ar. Jonesboro 4:40 PM
Lv. Malden 3:15 PM		Lv. Jonesboro 5:10 PM
Ar. Dexter 3:42 PM		Ar. Hkory Rdg 6:01 PM
Lv. Dexter 3:50 PM		Lv. Hkory Rdg 6:10 PM
Ar. Illmo 5:00 PM		Ar. Brinkley 7:05 PM
		Lv. Brinkley 7:35 PM
		Ar. Stuttgart 8:20 PM
		Lv. Stuttgart 8:30 PM
		Ar. PBluff 9:30 PM

For more information, contact:

COTTON BELT RAIL HISTORICAL SOCIETY
P. O. BOX 2044
PINE BLUFF AR 71613

Phone: 501-541-1819

As of Saturday, March 17, tickets were being mailed out to people

who've already paid. Approximately 687 tickets were sold or reserved (counting the short segments) as of March 17 and sales are running brisk. Reserve your tickets as soon as possible. Roundtrip tickets (Pine Bluff-St. Louis) cost \$200, with one-way costing \$125. You can also buy tickets between the various stops. Contact the above address for more information.

FROM MEMBER REAT YOUNGER comes the following letter regarding the story of the Henry Timken Roller Bearings (February 1990 "RAIL-ROADER"):

"At the time this (Timken demonstration) engine 1111 was going across the country, I was operating the projectors in a small theatre in Joplin, Missouri. In a new reel, which I think was NEWS OF THE DAY, film of this engine was featured. The Timken Company had taken a short track and I guess had leveled it very carefully. Three girls in shorts were pulling the engine and it was moving down the track for about 30 feet. This was to show how easy the engine would roll with Timken Bearings. Later, in a trade magazine called Boxoffice, I read where it was true that the girls were actually pulling the engine. However, they could not start the engine rolling so out of camera range they were starting the engine rolling with a truck and then the girls kept the engine going for around 30 or 40 feet. The truck, of course, was out of the picture. I think this news reel was about 1935."

ARKANSAS RAIL NEWS

COTTON BELT ON TRIAL - (Pine Bluff) - A Pine Bluff family is seeking \$6.45 million in damages as a result of the 1985 Cotton Belt derailment near Pine Bluff, which, they say, made their property unmarketable. The suit was filed in federal court in 1986 and just went to trial this year. Forty-two of the 90 rail cars derailed on June 9, 1985, some containing chemicals. (PINE BLUFF COMMERCIAL, February 16, 1990 by DeAnn Smith)

PANEL DELAYS ACTION ON TOURIST TRAIN - (Hope) - The Hope Advertising and Tourism Commission delayed, in mid February, any action on a proposed tourist train to run on the Union Pacific tracks from Hope to Old Washington State Historic Park. The commission recently received a report about the feasibility of such a tourist attraction. Chairman Dean Murphy called the report a good one, but would like to see if its possible to actually use the Union Pacific tracks before investing any more money. (HOPE STAR, February 13, by Daniel Marsh)

BRIGHT COMET -Comet "Austin", expected to be one of the brightest comets in recent years, will be seen in the early pre-dawn sky looking northeast beginning April 16 through the end of the month. It will be higher in the sky every morning.

ROCK ISLAND BRIDGE COMING DOWN - (Little Rock) - The old Rock Island bridge across the Arkansas River in Little Rock will be gone in the next year or so. Mark Davis, spokesman for the Union Pacific which owns the old Rock Island right-of-way, said that demolition of the old bridge would begin in 10 months to a year. It would come down earlier were it not for the paperwork required by the U.S. Army Corps of Engineers. Davis said the bridge would be scrapped, but that the portion which rises to allow passage of boats may be sold to Washington state and transported there via the Arkansas and Mississippi Rivers and the Panama Canal. Edward Epperson and Harvey Townsend of Little Rock bought the right-of-way between the river and a block north of Broadway in North Little Rock for \$120,000. The bridge itself is worth \$3.5 to \$4 million.

The 1,612 foot bridge was built in 1899 with four spans by the

Choctaw and Memphis Railway (later becoming the Rock Island). It was used until December 1981. The 343 foot lift portion was installed in 1973 by the corps, replacing a center section that could swing perpendicular to the main bridge. The forms for the concrete pillars required 853,000 board feet of lumber, according to original blueprints. The pillars required 9,400 cubic yards of concrete and 2,533 cubic yards of masonry stone. (ARKANSAS GAZETTE, February 15 and 16 by John Woodruff and Jerry Jones)

UNION PACIFIC NO LONGER DONATING CABOOSES - (North Little Rock) - North Little Rock may not get its Union Pacific caboose for Burns Park because the U.P. has stopped donating cabooses to cities. Mark Davis, U.P. spokesman, said that the policy of donating old cabooses to cities was discontinued the first of 1990. Administrative problems as well as cities that would not pay for removing cabooses from the tracks complicated efforts to donate them. Mr. Davis said cities could still purchase cabooses for \$2500 to \$4000. Still, North Little Rock still hopes to get one donated. (ARKANSAS GAZETTE, February 16, by John Woodruff)

CARLOADINGS on the Ashley, Drew & Northern averaged about 3,000 carloads per month in 1988-89; on the Fordyce & Princeton about 4,000 carloads per month; and on the Gloster Southern Railroad about 4,500 carloads. (Forestrails, February 1990)

PET PEEVE #5 - Saying you are going to be somewhere at a certain time then not showing up and not calling anyone to let them know you would not be there.

TRAIN CARS AT LONOKE PARK - (Lonoke) - A Missouri Pacific boxcar and caboose were lifted onto separate sections of track March 1 in Lonoke. They will be the cornerstones of a small city park located by the Union Pacific tracks (former Rock Island). U.P. gave the caboose to the city more than a year ago. Since that time the cars have stayed on the railroad's tracks. Then on December 29, 1989, U.P. called and said they wanted them off their tracks. (ARKANSAS DEMOCRAT, March 2, 1990 by Lisa Fowler)

U.P. DERAILS - (Texarkana) - On March 6, 1990, 16 cars of two Union Pacific trains derailed near U.S. 67 in Texarkana. Apparently, two eastbound U.P. trains collided in the mishap. (ARKANSAS DEMOCRAT, March 7)

ARKANSAS GOVERNOR MEETS WITH RGI CEO - Arkansas Governor Bill Clinton met with Rio Grande Industries CEO Philip F. Anschutz on March 4 regarding future cutbacks on Cotton Belt employment in the Pine Bluff area. Nothing specific was said of the meeting.

GENERAL RAIL NEWS

GRAND CENTRAL CHANGES - (New York) - The legendary 120-foot wide, two-story high Kodak Colorama sign that has been in Grand Central's main concourse for 40 years was to be dismantled in March as part of a multi-million dollar plan to restore integrity to the 77-year old station. Nearly 500,000 people each weekday use the terminal, with more than 500 arrivals and departures of trains a day, averaging a train every 2 1/2 minutes. (NRHS Bulletin)

ST LOUIS CONVENTION UPDATE - The St. Louis Convention of the NRHS will have plenty of steam action. Norfolk Southern will run a special to the convention from the east using either #611 or #1218, leaving Louisville June 10 arriving St. Louis June 12. The Cotton Belt's #819 will run from Pine Bluff to St. Louis, leaving Pine Bluff June 12, arriving St. Louis June 13. Union Pacific's #844, the only main-

line steam locomotive still running that has NEVER been retired, will run St. Louis to Findlay Junction June 14. Frisco #1522 will run St. Louis to Newbury, Missouri June 16. And again, the 819 will run St. Louis to Illmo June 17.

Due to delays in confirming some of these excursions, the St. Louis Chapter has delayed sending out the reservation/information packets until about March 28.

As of the last meeting of the St. Louis Chapter in February, 819 have already signed up to attend the convention. CEO's of the four railroads that have steam engines coming or that have promised trackage rights for the excursions have been invited.

If you still haven't registered, write to ST. LOUIS CHAPTER NRHS, Convention Registration, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131.

LABOR DAY KCS EXCURSION? - According to the SCRAMBLER, Boston Mountains Chapter newsletter, two NRHS chapters, the Kansas City chapter and the Smokey Hill Railway & Historical Society, have been approached by the Kansas City Southern Railway about getting their privately-owned former KCS cars ready for a possible Labor Day excursion between Kansas City and New Orleans in honor of the 50th anniversary of the first KCS "SOUTHERN BELLE" that ran between the two cities. There would be no passenger stops along the way. The Smokey Hill club already has ordered special T-shirts for the occasion. This would be an interesting train to photograph.

PRESIDENT OF THE ST. LOUIS CHAPTER DIES - (St. Louis) - Fred Lyons, President of the St. Louis Chapter, died February 14. He will be replaced by Dave Schwartz for the meantime. Plans for the 1990 convention will continue as usual.

'RAILS TO TRAILS LAW' UPHELD - The U.S. Supreme Court has upheld the "Rails to Trails" law, that lets former railroad rights-of-way be converted to hiking trails instead of being given back to land owners. This means that the 200-mile Katy Trail through Missouri as well as the Prairie Rock Island Trail in Arkansas will stay. Land owners had complained that the law was unconstitutional. (St. Louis POST DISPATCH, via the GATEWAY RAILLETTER, March 1990)

"We cannot tolerate someone who has a bad highway driving record taking a double-stack train across the country." - Gilbert Carmichael, chief of the Federal Railroad Administration.

MOST ADMIRED COMPANIES - Union Pacific was voted by FORTUNE Magazine recently as the most admired railroad in the country. Among other transportation companies, however, U.P. ranked fourth behind United Parcel Service, AMR and Delta Air Lines. (U.P. INFO MAGAZINE)

RENUMBERED MKT ENGINES - The following MKT engines are in service on the Union Pacific with new numbers:

<u>Old No.</u>	<u>New No.</u>	
MKT 201	UP 507	GP-40
MKT 203	UP 509	GP-40
MKT 225	UP 594	GP-40
MKT 237	UP 672	GP-40
MKT 242	UP 677	GP-40
MKT 243	UP 678	GP-40
MKT 301	UP 1976	GP-38
MKT 303	UP 1978	GP-38
MKT 308	UP 2339	GP-38-2
MKT 343	UP 1999	GP-38
MKT 365	UP 2364	GP-39-2

MKT 367	UP 2366	GP-39-2
MKT 369	UP 2368	GP-39-2
MKT 371	UP 2370	GP-39-2
MKT 602	UP 3811	GP-40-2
MKT 617	UP 3825	GP-40-2
MKT 633	UP 3840	GP-40-2
MKT 307	UP 2338	GP-38-2

Above from the December 1989 KATY FLYER.

UNION PACIFIC will spend \$598 million in 1990, over half of which will go to main line maintenance and \$90 for 100 new locomotives.

NEW SHORTLINE - (Opelousas, Louisiana) - The Acadiana Railway might begin operating between Bunkle, Eunice, and Crowley, Louisiana by early summer if the sale of the tracks from Union Pacific goes through. Also, the DELTA SOUTHERN, which runs between McGehee, Arkansas and Tallulah, Louisiana might buy another Union Pacific line between Huttig, Arkansas and Sterlington, Louisiana (31.5 miles) and begin operating by the summer of 1990. (RAILS, March 1, 1990)

KCS CAR FOR SALE - (Metairie, Louisiana) - A former KCS baggage/RPO, built by Pullman in 1931, original number 61, renumbered 31 in 1963 is for sale by the New Orleans Chapter, NRHS. It is structurally sound and has six-wheel trucks, roller bearings and modern disk brakes. The price is \$15,000, ready to roll. Contact Mr. Maunsel White, 314 Atherton Drive, Metairie, LA 70005 or call 504-835-6021.

AMTRAK NEWS

AMTRAK STARTED HONORING GREYHOUND TICKETS just before the March 2 Greyhound Bus strike. (I haven't received my Amtrak packet this month yet, so ridership data will be published as soon as received).

NEW CHICAGO-FLORIDA TRAIN? - According to the "Nashville Flyer", publication of the Nashville Chapter NRHS, Amtrak has been talking about re-instating a Chicago to Florida train, through Nashville and Atlanta. However, this may be years off since the route would not cover projected costs at this time.

FAMOUS OPERA: "The Return of the Swallows" - by BELCH. (Red Skelton)

MEMPHIS MAYOR WANTS AMTRAK/TRACKS OUT OF TOWN - Also from the "Nashville Flyer" comes word that Memphis Mayor Dick Hackett wants Amtrak and the Illinois Central to move their operations east of the city and take up the tracks through downtown. He says that the city no longer needs service through downtown. There has been plans recently to build a new Amtrak station at Mud Island. Amtrak says it has a contract to use the IC tracks through 1996 and plans to keep where it is.

AMTRAK WANTS OUR HELP - With Amtrak trying to eliminate its federal operating support by the year 2000, it needs to invest immediately in new equipment. It needs extra capital to get this new equipment and one way would be to get some money from a proposed "user fee" on gasoline, which would also go to other users. Amtrak wants us to write to our congressmen, media supporting this possible new gasoline tax. Amtrak specifically said it wanted to get 270 new locomotives, about 175 new SUPERLINER cars (I thought they had thrown away the Superliner blueprints), and 307 new VIEWLINER cars. With the new equipment, routes can be expanded and Amtrak's goal of being off the federal dole by 2000 can be achieved.

NEWS UPDATED through March 20...Mailed March 26.

ARKANSAS RAILROADER

April 1990

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on APR. 8 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

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