



ARKANSAS RAILROADER



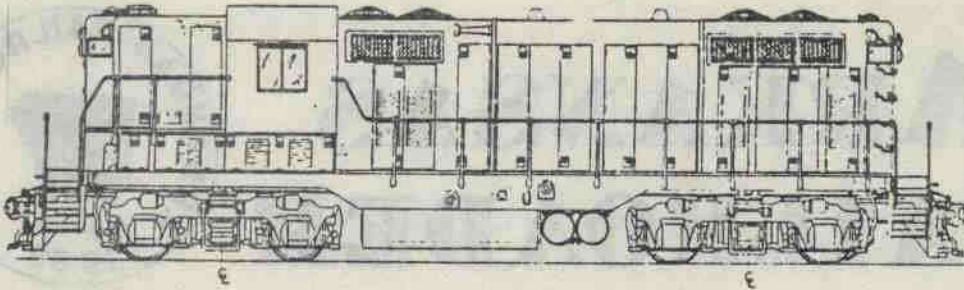
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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AUGUST 1988



A fast KATY Railroad freight heads toward Houston, Texas through the town of New Ulm, Texas (population 200) on September 22, 1985. Consist is a unit train of crushed granit. Note the newly re-ballasted/re-tied roadbed. Amtrak once rerouted its "Sunset Limited" over this line due to a SP derailment. The old depot, which once stood to the right of the first few cars, is now a refurbished country home. (Photo by Ken Ziegenbein)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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ARKANSAS & MISSOURI TRIP DEFINITE! - On October 15, a Saturday, our club will be going on a train trip between Springdale and Chester, over the former Frisco railroad in northwest Arkansas, thanks to the courtest of the Arkansas & Missouri Railroad. Our charter bus will leave the Twin City Bank parking lot in North Little Rock at 6:00 AM, go to Springdale, ride the train to Chester, then take the bus back to North Little Rock from Chester. There will not be a second bus. If anyone wishes to ride the northbound trip, he/she will have to furnish their own transportation back to North Little Rock (I understand that many will be taking cars anyway).

Cost for the bus and train ride is \$31 per person. Bill Church, the tour chairman, **MUST HAVE A DEFINITE COMMITMENT** by the August 14 meeting, and the \$31 must be paid by the September 15 meeting. There is already a standby list of those wanting to ride the bus and train, so definite commitments should be made as soon as possible by those on the regular list.

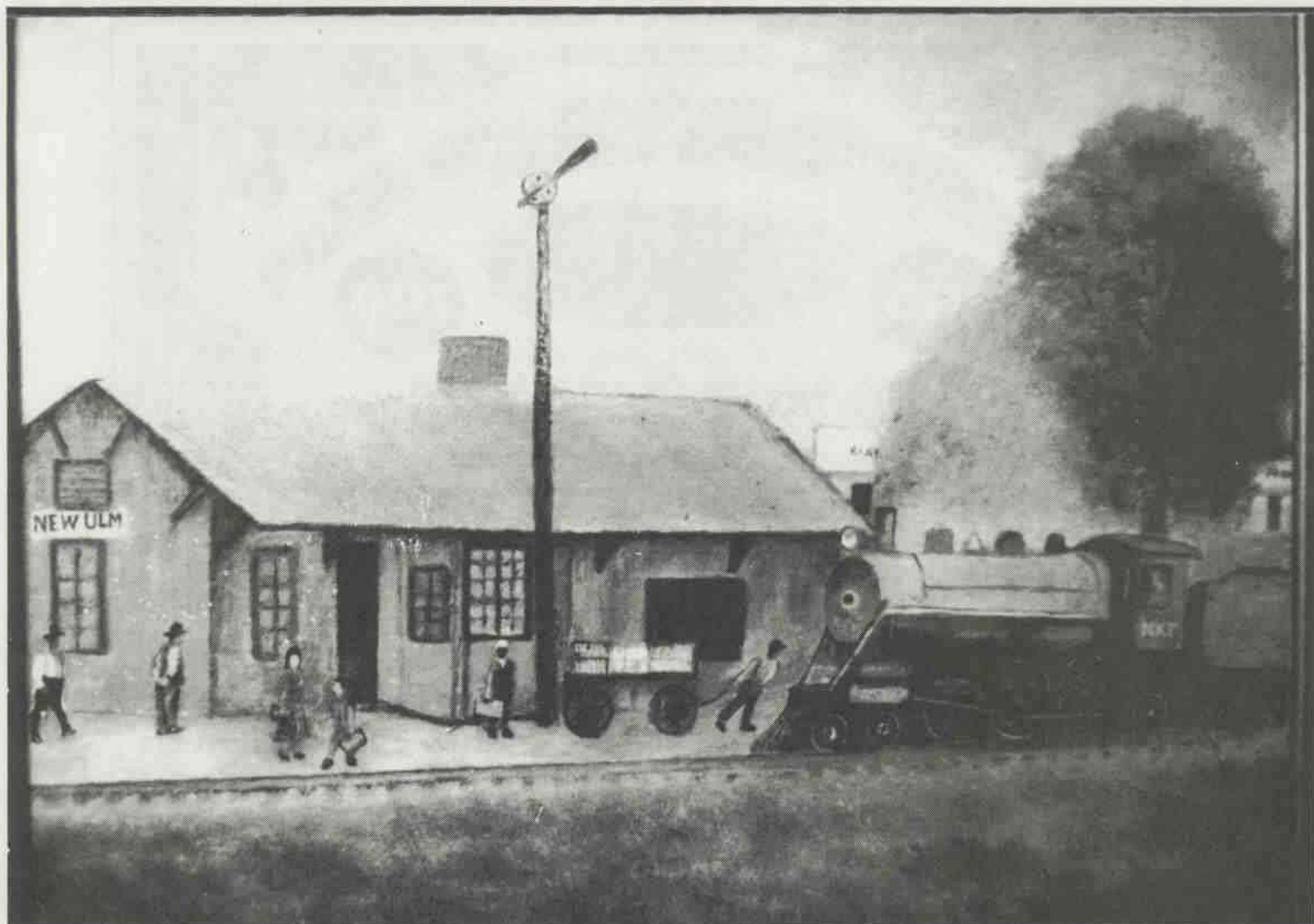
Call Bill Church at 501-753-4582 to confirm your status if you are unsure. Also remember that the 1899 rail coach only holds 50, so even if you just want to ride the train and not the bus (which will cost \$15), Bill needs to know to keep the train from overflowing.

Thanks also go out to Peter Smykla for helping arrange this trip with A&M President Tony Hannold.

Lunch will be on your own...i.e., a sack lunch.

"SHORT LINES OF ARKANSAS"; the title of a series of stories in the magazine LOCOMOTIVE & RAILWAY PRESERVATION about Arkansas's short lines, began with the May-June, 1988 issue. The "ARKANSAS RAILROADER"'s recent short line stories will partly be used in printing this series.

(Continued on Page 12)



The New Ulm, Texas KATY depot as remembered in a 1987 painting by Ira Gaines of New Ulm. Mr. Gaines was fortunate enough to live just across from this scene most of his life. The color painting was given to your editor as a Christmas present last year.

THE KATY - Someone Remembers

by: Ken Ziegenbein

Now that the MISSOURI-KANSAS-TEXAS (KATY) Railroad is to become absorbed by the mighty Union Pacific, I thought it appropriate to do a short piece on its own colorful history. I grew up on the KATY in New Ulm, Texas in the 50s and 60s and saw it undergo many changes - from near abandonment in the 1960s to today's high-speed line through New Ulm on which trainloads of granite rush through to Houston and Galveston (New Ulm is about 90 miles northwest of Houston).

I know there was little opposition to the merger with Union Pacific and that the merger may be necessary for the KATY's survival, but when someone's identity is lost, that person is all but dead. The one causing that loss of identity should tread gently on the remains and respect its heritage. Long live the KATY "family" - about to be broken up forever.

The following stories and information were taken from various KATY publications and is by no means a full history. For more information, check the book "The KATY Railroad and the Last Frontier" by V.V. Masterson with the new 1988 forward by Donovan L. Hofsommer. Other sources will be acknowledged in the text.

Originally chartered as the Union Pacific Railway - Southern Branch (how appropriate!) on September 20, 1865 at a meeting in Emporia, Kansas, it was one of the first north-south lines chartered. Before that time, most emphasis was on the east-west transcontinental lines. It was to connect Texas with Oklahoma, Kansas and Missouri to St. Louis and on to Chicago. The name was changed to Missouri-Kansas-Texas Railway in February, 1870 (which is the birth date attributed in the KATY's 100-year celebration pamphlets issued in 1970).



A certificate worth 100 shares of MKT Rwy stock issued to H. Knickerbacker & Co. in 1882, cancelled on June 20, 1884. (Original Ken Ziegenbein collection)

The "KATY", as it became known, went through bankruptcy during the Panic of 1873 then came under the control of the famous Jay Gould. After brief profitability, the KATY fell into bad times again during another Panic of 1893 but kept its identity into the 20th century.

Wanting publicity to help gain business, an event on the KATY was scheduled for September 15, 1896 by the KATY's infamous press agent William G. Crush. Mr. Crush liked to do things in a big way, so he thought up the now-famous "Great Train Wreck" in Texas.

The following story was taken from the January 1986 GULF COAST RAILROADING and the Waco NEWS-TRIBUNE report as printed in the book "The KATY Railroad and the Last Frontier" by V.V. Masterson:

The "Great Train Wreck" attracted what was reported at the time to be the biggest crowd in Texas history, about 40,000 people. This event also ended up on the minds of all newspaper readers in the country and inspired the popular Scott Joplin to write and have published a march with musical sounds calculated to bring to the listener's mind the scene and the action on that momentous occasion.

A town grew up at the site of the event, named for the man who thought of it all, but the town was gone the following day. It isn't on any Texas map. This town was called Crush, Texas.

Bill Crush knew a number of newspaper editors and was also acquainted with P. T. Barnum. He had been to the scene of a wreck on another railroad and noted that it drew a large crowd despite the remote location.

Bill wanted to stage a super scale happening that would provide for the KATY these benefits: lots of ticket-buying passengers riding KATY trains over and above normal traffic; an influx of outsiders into KATY's service area, of which some percentage would remain after the event to provide increased future demand for rail service; the MKT RR to become indelibly printed on the minds of the traveling public and the nation's businessmen for years to come. He was sure he had the right combination in a spectacular train wreck if the proper arrangements and promoting could be obtained.

The location chosen was an undeveloped spot five miles away from the station at West, Texas. West is about 13 miles north of Waco, near what is now Interstate 35. The spot had nothing but a natural hill overlooking the track from which the hoped-for vast crowd could watch two trains, engines, cars and all, approach each other from one mile apart and crash head-on.

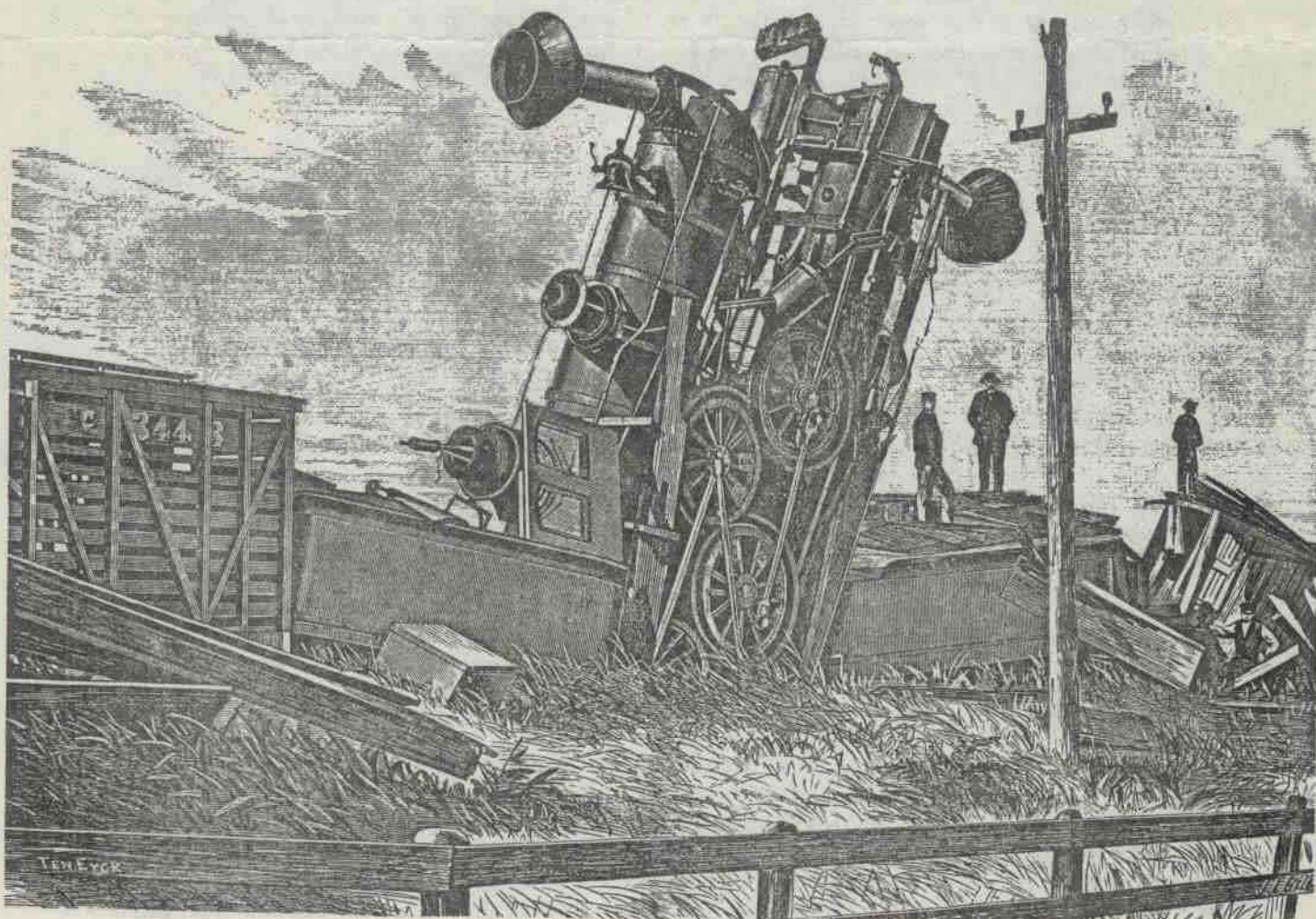
Since a large crowd was expected, preparations were in order. The "big day" was to be in September. According to the Dallas Morning News, 500 men were at work in "Crush", Texas, building a siding, a 2,100 foot platform and a grandstand. A tent restaurant was set up to feed all those hungry tourists and none other than the KATY's superintendent of Dining Car Service, Mr. F. E. Miller, was brought in from his home base of St. Louis. Crush, Texas was short-lived but while it lasted it had class. Eight tank cars filled with drinking water and twelve lemonade stands operated by a Dallas-based concessionaire were arranged.

Crush also had a 200-man police force and a jail. A midway and a number of bands rounded out the list of things one could enjoy in the town of Crush, Texas. Professional photographers were hired to snap pictures before, just before and after the collision.

William George Crush did his homework: the newspapers his editor friends edited wrote great stories about the preparations for this once-in-a-lifetime event. He coordinated extensively with the Mechanical Department which arranged two obsolete 4-4-0's (999 and 1001) to be available and quite a number of experts in the Mechanical and other departments were asked if the boilers in the 999 or 1001 could possibly explode in this kind of impact. The concensus - NO. KATY President Henry C. Rouse gave his consent. The date of September 15, 1896 was set. The show was on!

As far as a writer for the Dallas Morning News could tell, in September, 1896, the only thing Texans were talking about was Crush, Texas and the WRECK. Americans assume that the 1980's are the era of the great American Media Creations, but this little scheme was every bit a megabucks colóssus. No admission was charged; if one wanted to walk right in with a pre-1900 lawn chair and watch the show, that was fine. Many folks did just that or traveled by wagon to the hills of Crush. But because it was out of the way, the best way to get there was by train.

The round trip fare from Dallas was two dollars, from Waco about the same. On September 15, 1896, thirty special trains operated into the new city and between 30,000 and 50,000 people attended. The KATY folks didn't have pocket calculators back then but they did take in a lot of money. Mr. Crush's goals seem to have been met.



The two trains were facing each other two miles apart. Rail behind each train was removed. The last thing the railroad wanted was for one of the trains with its throttle tied open to derail and let the other with its throttle tied open pass it by and become a 60 miles-per-hour runaway on the Dallas-Waco main line.

The whole thing lasted about two minutes. The trains approached at a closing speed of close to 120 MPH. Fireworks, placed under the two miles of track separating the engines went off one after another as the consist rolled over it. The crowd roared and the engines annihilated each other.

Those boilers that were not supposed to explode actually did and pieces of train were thrown as high as 200 feet in the air. Two spectators were killed -- many had crowded the impact area closer than the officers had told them they could and there were several injuries. There were some suits which the railroad settled.

The Waco NEWS-TRIBUNE carried the following account of the wreck:

There was a mighty roar from the crowd as almost simultaneously there comes in sight, tearing toward each other at the unbelievable rate of ninety miles an hour, two huge red and green locomotives. There is but a single track across the prairie. A crash is inevitable. Closer and closer the locomotives, each followed by a string of box cars and flat cars, rush to the spot where the crowd is holding its breath waiting the crash of the two monsters.

Suddenly there is an ear-splitting roar as the two powerful behemoths smash and rip and tear into each other, box cars and flat cars climb atop their leaders and disintegrate, the engines rear up like battling lions and then fall slowly back to earth, each telescoping the other.

In a split second after the crash there is another deafening roar -- the boilers of the locomotives have burst, tossing thousands of chunks of metal hundreds of feet in the air, to rain down on the helpless spectators.

The crowd surges apart...Pieces of metal from the sky fell some, but most escape the barrage. A man falls from a mesquite tree, his skull ripped open by a flying chain; another falls from another tree, his leg broken and twisted. A farmer's wife suddenly drops to the ground and a 14-year-old boy behind her screams in pain as one bolt from an engine falls both of them.

A Hewitt man, standing between his wife and another woman, is practically decapitated while neither of the women are touched. A photographer standing on a hastily erected platform suddenly can see red out of one eye. A farmer's wife, riding along the public road a half mile away, is knocked out by a piece of timber thrown through the air by the mighty explosion.

Before the sun went down that day, William Crush was fired from the railroad. However, the next morning he was re-hired.

Today (1988), one cannot find evidence that it ever happened. And there is no place named Crush, Texas, although the KATY still runs through that part of Texas. But thousands of people got more than their money's worth that day. And the KATY got its increase in traffic, quite a few new settlers in its service area, and instant recognition for the letters M-K-T as far away as New York.

On September 15, 1915, the KATY again went into bankruptcy and struggled into the 1920s. After reorganization in 1923, the M-K-T RR became prosperous, partly because of the "Roaring Twenties" era of growth in all industries. However, this prosperity was short-lived and the Depression of 1929 almost killed the railroad (and probably others as well). At this time, Matthew Scott Sloan was elected as chairman of the MKT.

Sloan and dedicated employees struggled to hold the KATY together. Then, in 1939, with World War II nearing, renewed business resulted from the national defense program. This business gave the KATY a new lease on life and by 1944 it earned a large \$6.1 million profit. Sloan then put most of that money into the railroad's track, locomotives and cars.

Now that the KATY was prosperous, it suddenly became attractive to a corporate take-over bid, but this bid failed and the MKT remained a separate railroad. In 1947, the MKT authorized \$20 million in capital spending and employed 10,938 people. Its' equipment and property was worth \$250 million and it carried 2,269,000 passengers and over 18 million tons of freight. It served 525 Southwest communities in Texas, Oklahoma, Kansas and Missouri with over 300 trains per day systemwide.

About this time, my mother worked at the KATY depot in New Ulm, Texas, my hometown, and I have memories in the late 40s and early 50s of watching trains come through town (see photo below).



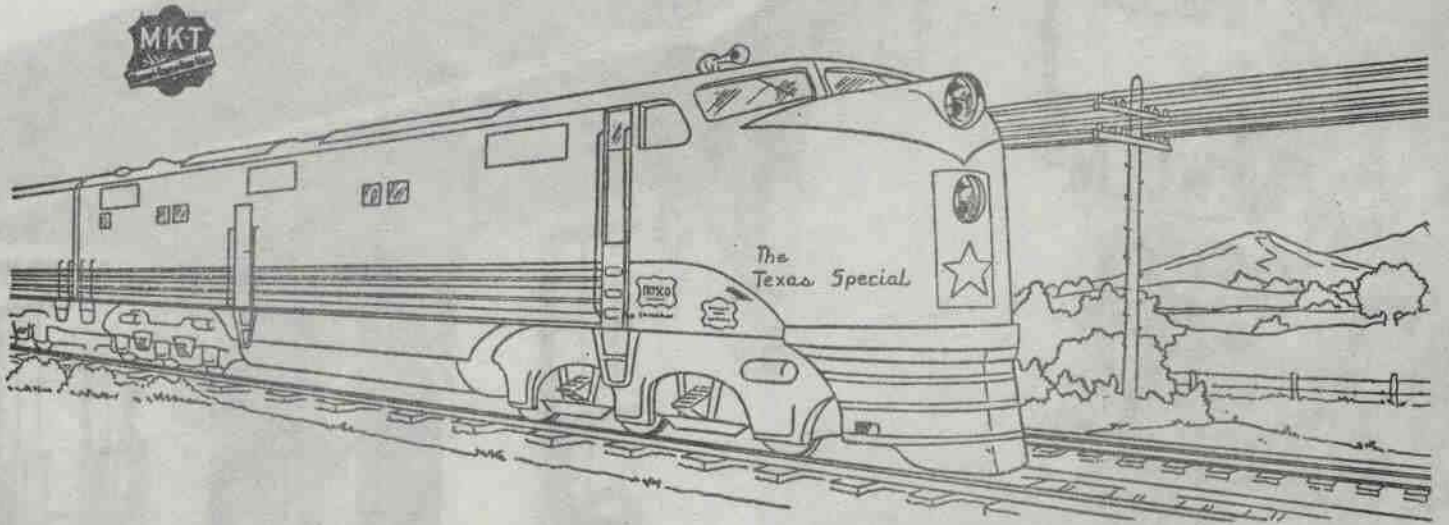
MKT depot at New Ulm, Texas circa 1920s or 1930s, exact time unknown. The agent and his wife are also unknown. This depot was moved in the early 1960s to the country where it became a country home for a Houston couple (with additional rooms added). It is still in the woods today. Back in 1929, four KATY passenger trains stopped at New Ulm each day: Northbound #24, 2:00 PM; Southbound #23, 5:20 PM (also stopped at Cat Spring at 5:40 PM, but not at Hixon, halfway between); Northbound #16, the "Alamo Special", 1:25 AM; and Southbound #15, "Alamo Special", 4:37 AM.

While attending New Ulm Elementary School in the 1950s, one of my teachers, a Mrs. Matthews, rode the train from Houston early Mondays, spent the week in town, then rode back to Houston via train late Friday. I remember her getting onboard the southbound (Houston-bound) train around 5 each Friday afternoon. I also recall our area's lone policeman getting the mail each day from the train station and returning it to the post office.

New Ulm, like many towns around the country, sprung up around the railroad (and oil field business, in this case). In fact, New Ulm was originally situated a few miles north of its present location but moved to where the mighty MKT Railroad came through in order to reap the railroad's benefits. The old town site still has a few foundations and the town's graveyard on a hill faces the original site of the town. In the town today, most people are oblivious to the KATY's existence and probably will not notice the engines slowly changing to Union Pacific yellow (the line will remain in the new system, I was told).

The 1950s were slow for the KATY and revenue fell off again. By 1957, it was in the red once again. MKT President in 1957 was William Deramus and he acted quickly to stem losses. Deramus cut what he thought was "unnecessary expenses"

and this backfired. Track fell apart, engines failed and employee's morale fell. (Your editor personally remembers the KATY's track being so bad through New Ulm in the late 1950s that one day a red locomotive on a grass-covered siding in New Ulm derailed just sitting there overnight.)



The famous John W. Barriger became President of the KATY in May of 1965 and began a slow re-building program. He effectively kept the road going. According to the KATY's 100-year celebration booklet of 1970, Mr. Barriger was rapidly designing "a new dress for KATY" that was to make her more eligible for marriage to a suitable suitor through merger. He was an advocate of railraoad consolidations to foster the industry's prosperity and longed for the day when the KATY would be merged with a great rail system of the West. Well, that day has arrived, 18 years later.

In recent years (1970s - 1980s), MKT Presidents Regiwald Whitman and Harold L. Gastler have also sought the merger of the KATY with other railroads since other mergers have made large regional railroads, leaving the KATY squeezed between giants.

In the early 1980's, the KATY bought up some Rock Island tracks in Kansas and Oklahoma to make themselves look more attractive for a possible takeover. Then, in 1985 the Union Pacific offered to take over the MKT but backed off when the MKT couldn't obtain enough of its preferred stock from its investors. However, U.P. tried again in 1986 and this time everything went through and the ICC approved the takeover on May 16, 1988, pending U.P.'s approval of conditions.

Now is the time for all good railfans to photograph the KATY in its' green/yellow colors for they will soon be turning to yellow. KATY...have a prosperous new afterlife!



A MISSOURI-KANSAS-TEXAS freight goes by St. Louis Union Station on May 28, 1988 in its green and yellow. These engines will be very rare soon, so get those pictures.

(More KATY photos next page)



Many KATV freights through St. Louis still sported cabooses, as did this one passing St. Louis Union Station on May 28, 1988.



A KATV switcher on a siding in New Ulm, Texas, September 22, 1985. (All photos past two pages by Ken Ziegenbein)

Another interesting sideline story about the KATY railroad appeared in the December 1987 issue of the "CLEARANCE CARD" of the Dallas Southwest Railroad Historical Society. The story itself is reprinted from 1975. Burt Blanton was one of the founders of that Historical Society and well known for his rail-history knowledge. He died in 1986 at the age of 88.

CHRISTMAS TIME ON THE KATY

by: Burt C. Blanton

The year was 1938 -- in the era of the "Glory Days of Steam" -- and late afternoon shadows lengthened over a winter wonderland as a Pennsylvania passenger train, double-headed by K4s Pacifics backed into the great terminal -- St. Louis Union Station.

Detraining, I entered the station's track concourse and hastened to Gate 11. The Train Board depicted an old familiar name: "Katy's Texas Special". At that moment the loud-speaker announced the first call -- "The Texas Special is now loading on Track 11".

Always, when arriving at this Gateway to the Southwest, it engendered gladness of heart because I was nearing home -- only an overnight away. And on this trip the feeling of happiness was heightened by the season --- It was two days before Christmas.

My redcap made the second trip aboard the car because of my excess luggage which constituted gifts purchased for my family. As he placed them in my Pullman section the porter said: "Boss, you must be Santa Claus". Replying, I said: "Hopefully, the upper berth is not sold and you will be kind enough to place the packages overhead". Smiling he assured me, saying: "The upper isn't sold; otherwise, you'd sure be sitting up all night in that lower berth".

At that time the "Texas Special" was an excellent consist of Standard varnish. This train was joint Katy-Frisco operation -- running over Frisco rails from St. Louis to Vinita, Oklahoma, and thence over Katy rail to San Antonio. Crews and motive power were exchanged at Vinita.

Soon after departure from St. Louis, a waiter came through the car sounding the dinner chimes and announcing: "Dinner is now being served in the dining car". Later, as I entered the car the Steward met me and said: "Welcome aboard our great new car, the Alamo". The scene was luxurious. The interior finish was in pastel shades of green and white. The table settings of crisp white linen, sparkling silver and ornate chinaware were an intriguing sight. Large red candles, emitting mellow light graced the tables. Wreaths of holly centered with simulated miniature candles, whose flame was a small incandescent lamp, were positioned in the middle of each window. The atmosphere was truly festive of the season.

The Alamo had seating capacity for thirty-six and was the last heavy-weight dining car built for the Missouri-Kansas-Texas RR. It was outshopped

in 1937. This car was in service until the Katy terminated passenger trains, and the Alamo is now part of the consist of the "Southwestern Limited", which stands on a section of track in the "Age of Steam" Railroad Museum, located at Fair Park, Dallas. In the spring of 1948 the Alamo was painted red to match the streamlined consist of the "Texas Special". The streamliner was inaugurated in June of that year. Several other old standard diners were repainted and pressed into service until a sufficient number of modern dining cars became available.

After a sumptuous dinner, characteristic of the Katy's superb dining car meals, I went to the palatial parlor-observation car to repose. Here, too, comparable yuletide decorations sparkled under the indirect lighting and the car's radio softly emitted a program of carols which never grow old at Christmas time.

Reclining in a large, comfortable and beautifully upholstered chair, I was soon lulled into slumber by the music and sound of wheels clicking over rail joints and switch points. Suddenly, I awoke, and glancing at my watch I perceived it was almost midnight. As I walked through the train to my Pullman, I observed that snow was sifting between the diaphragms into car vestibules.

Slipping between those enticing white sheets and covered with two blankets I slept in comfort in that lower berth as the "Texas Special" rolled onward through the winter night. Like a kid, entranced by this mode of transport, I dreamed of sleeping forever aboard a Pullman and eating in a dining car.

At intervals, I awoke as the train traversed a high-speed curve. I heard the steady roar of the train and the distant sound of the locomotive's whistle blasts -- two long, one short, one long -- indicating "all is well". Reposing comfortably, I return to sleep.

At daybreak, I was enjoying breakfast in the dining car and observing the scenery. As the train rounded a curve I glimpsed the locomotive and the rapidity of movement of the drive-rods. This was a captivating sight. The "Texas Special" was headed by one of the Katy's 300 series, a Pacific, type 4-6-2, locomotive. These were beautiful engines which were well maintained and burnished -- gleaming in the sunlight, they looked as though only outshopped yesterday. These oil-burning locomotives had a unique feature -- an electric light positioned just above the top of the smokestack. This was true of steam

motive power operating on the Cotton Belt and Texas & Pacific. This light was used at night to determine the efficiency of firing in the oil burner: seeing the light, which would be obscured by dense smoke, assured the fireman of satisfactory combustion in the firebox.

The "Texas Special" arrived on schedule at the Katy's Highland Park station, a suburban depot located four miles north of the Dallas Union Terminal. During the holiday season the beautiful structure was always decorated with strings of colored lights draped across its roof and around the outside walls. Coming home for Christmas on a Katy train reminded me of the old-time depots garnished with holly wreaths, stands of evergreens and clusters of mistletoe. The late Frant T. Wakefield was in charge of the depot, assisted by his brother L.C. They faithfully served the Katy at the Highland Park station for many years until the depot was closed. They worked diligently to make the depot's decorations exemplify the true atmosphere of the season.

The last passenger trains on Katy rail ran on June 30, 1965; the Highland Park station was closed on July 1, which was exactly forty-three

years to the day from the date the depot was opened. On the morning of November 27, 1968, the wrecking of the Highland Park depot began, and in five days it had disappeared forever.

The Christmas holiday season is poorer now because this fine little station is gone. Obviously, only silence prevails where formerly there was laughter and happy salutations, and throngs of passengers detraining and entraining in yuletide seasons of yesteryear.

As the Christmas season of 1975 approaches, it is apparent that only the lonely ghost of Christmases long past dwell on the remaining desolate platform -- a mute reminder of the era when the beloved Katy reigned supreme in the hearts of countless Texans.

It is obvious that this story has been written for those who love the rails, but it engenders the thought and question -- Almighty God, why did you permit the stupidity of mortal men to destroy the only luxury way to travel? Surely, there will never be a more fascinating, dependable and efficient way of transport than on the rails -- truly fit for a king, a president and me.

- END -

(Correction to above story received in the April 1988 "CLEARANCE CARD": According to Robert P. Nelson, crews did not change at Vinita, Oklahoma, but instead changed at Springfield, Missouri and Muskogee, Oklahoma. Trains never stopped at Vinita.)

(Club Happenings continued from Page 2)

A CIVIL WAR ROUND TABLE discussion will be held August 18 at Batesville at 7:00 PM and Bill Church will be the speaker. His story about the former Rock Island in eastern Arkansas and the Civil War prompted his invitation.

☆☆☆ PROGRAM ☆☆☆

The next meeting/program of the Arkansas Railroad Club will be held Sunday, August 14 at 2:00 PM at the usual place, the Twin City Bank Building in North Little Rock. The program will be given by Barton Jennings on the CASS SCENIC RAILROAD (West Virginia) with a few scenes of logging railroads. There will be lots of steam shots. Refreshments served.

ARKANSAS RAIL NEWS

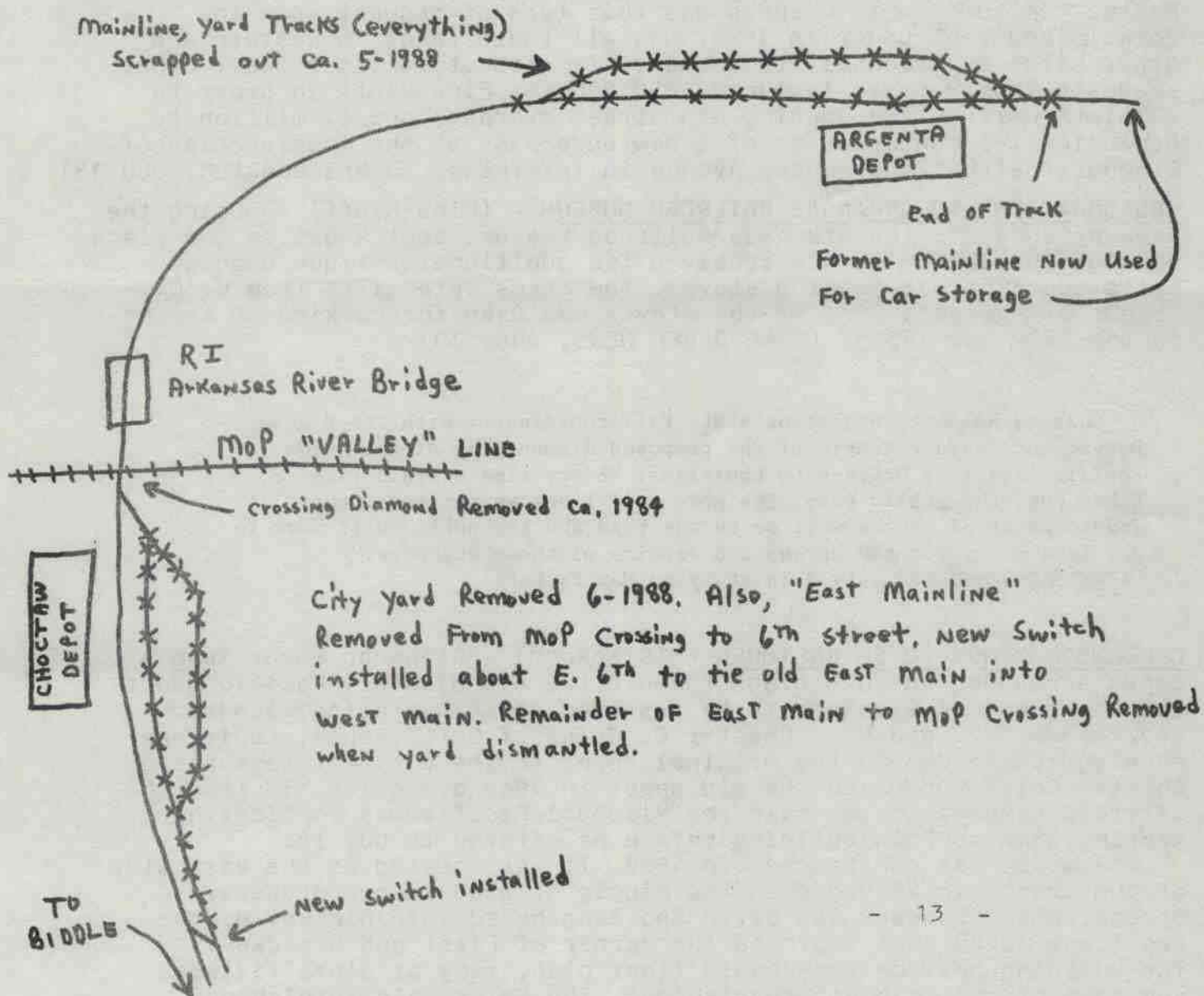
EX-ROCK ISLAND CONDUCTOR BUYS D&R RAILROAD - As stated in an earlier edition of the ARKANSAS RAILROADER, William K. Robbins of Booneville, Arkansas, a retired Rock Island conductor, has offered to buy the Dandanelle & Russellville Railroad of Dardanelle. Robbins formed a new corporation called Arkansas Short Line Railroads in order to facilitate the transaction and running of the railroad. He is now waiting for a bankruptcy judge in Texas to rule on his offering (seems the D&R parent company - the Richmond Tank Car Company of Houston - is in bankruptcy. Robbins hopes to gain approval of the deal by the D&R's 105th anniversary in August. (July 3, 1988 ARKANSAS BUSINESS via Bill Pollard)

STILL TRYING - The Union Pacific is still trying to abandon about 162 miles of track between McGehee, Arkansas and Vadalisa, Louisiana. The ICC is expected to rule on this in July. There is currently a company - National Railway Equipment Co. of Illinois -making an offer for the tracks. However, this deal depends on the outcome of legislation in Congress regarding the Lower Mississippi Delta Development, which would rehabilitate the tracks and local tax relief for the project. (Bill Pollard)

AUGUSTA RAILROAD ENGINES DONATED - (Augusta) - The Fort Smith Streetcar Museum in Form Smith has arranged to have Augusta Railroad's #6 and #7 donated to the museum. The two locomotives will be trucked to Fort Smith and they hope to restore them to operation. Since both have a short wheel base, they should be operable on the museum's short radius curves. One of the engines is a Vulcan. (Bill Pollard)

U.P. REFILES FOR STATION CLOSINGS - According to the July 3 issue of ARKANSAS BUSINESS, the Union Pacific has refiled with the State Transportation Safety Agency to close McGehee, Russellville, El Dorado, Newport, Van Buren, Gurdon, Helena and Pine Bluff. The first in a series of hearings was supposed to be held July 19 at McGehee. (Bill Pollard)

MORE ROCK ISLAND TRACK DISMANTLING - (Little Rock) - The following map shows the most recent former-Rock Island track dismantling in the state. This apparently started in April and was completing dismantling the old "City" Yard in Little Rock in July. (Thanks to Bill Pollard)



425 U.P. JOBS MOVE TO NORTH LITTLE ROCK - (North Little Rock) - Up to 425 railroad jobs will be moved from the Omaha repair shops of the Union Pacific to the company's Downing B. Jenks repair shop in North Little Rock, Union Pacific announced June 30. The Jenks Shop is considered the rail industry's state of the art heavy repair facility for locomotives and was built in 1984 at a cost of \$40 million. It runs at only 35 percent capacity now, but the influx of new people would allow U.P. to better use what's here.

The economic impact the 425 jobs will have on the city is "tremendous", according to Stephanie Milligan, executive vice-president of the Chamber of Commerce. For every 100 new jobs, 64 other jobs in non-manufacturing areas are created, so about 250 other jobs will be created due to the expansion. "This is probably one of the biggest relocations into the state by a company," Milligan said. (North Little Rock, THE TIMES, July 7, 1988)

Even if you are on the right track, you will get run over if you just sit there.

REQUESTS FUNDS - (McGehee) - Senator Dale Bumpers of Arkansas, a member of the Senate Appropriations Committee, requested \$1.5 million to rehabilitate a 42-mile section of a Union Pacific line from McGehee to the Louisiana border. U.P. plans to abandon the line and its purchase by another operator would be more likely with the improvements. (Editor's note...where was this type of request when the Rock Island went under in 1980? Now all those towns in western and other parts of Arkansas are permanently without rail service). Other requests from Bumpers included \$650,000 for Pine Bluff in order to complete work on the ongoing 6th Street overpass and \$2 million to begin initial construction of a new underpass at the intersection of Pinehurst Street and Dudley Avenue in Texarkana. (DUMAS CLARION, Jun 15)

NEW DONATIONS TO ARKANSAS RAILROAD MUSEUM - (Pine Bluff) - During the week of June 27, the Arkansas Railroad Museum, best known as the place housing the SLSW 819, has received two additional antique baggage carts and two coal-burning stoves. The items were gifts from E. C. Forbes of Magnolia. One of the stoves was used for cooking on trains in the 1920 and 1930s. (PINE BLUFF NEWS, June 30)

Charles Walther, assistant state rail coordinator with the Highway Department, said recently of the proposed dismantling of the Union Pacific line from McGehee to Louisiana: "Every time a train line is taken out, the public pays. The more rail lines we can save, the fewer amount of trucks will be on the road and the public will have to pay less money for the upkeep and repairs of those highways." (ARKANSAS DEMOCRAT, July 3 in story by Max Parker)

GLENWOOD DEPOT TO BE RESTORED - (Glenwood) - Glenwood Mayor Reggie Jones announced in June plans to move the old Missouri Pacific depot back to downtown Glenwood to be restored as an historical landmark and museum. Mr. and Mrs. Chester C. Coles of Baton Rouge, Louisiana have agreed to donate the original depot to the city for restoration. Chester Coles purchased the old depot in 1969 by sealed bid from the railroad company. Coles said the Missouri Pacific was considering tearing down the old building before he offered to buy it.

The depot was constructed in 1899. It was located on the east side of the tracks in Glenwood in the middle of what is now Broadway Street. When Broadway was paved and lengthened into highway 8, the depot was moved just south to the corner of First and Broadway. The building has the same basic floor plan, many original fixtures and some of the original furnishings. The Coles said furnishings that were a part of the building will be donated to the city for restoration. Mayor Jones said every effort would be made to restore the depot to its original state. (This story continued on next page)

The depot is 24 feet by 70 feet, with a five-foot overhang. Jones said the city is working with Missouri Pacific (U.P.) to locate the building at its old location at the corner of First and Broadway. (GLENWOOD HERALD, June 30, 1988, included picture below)

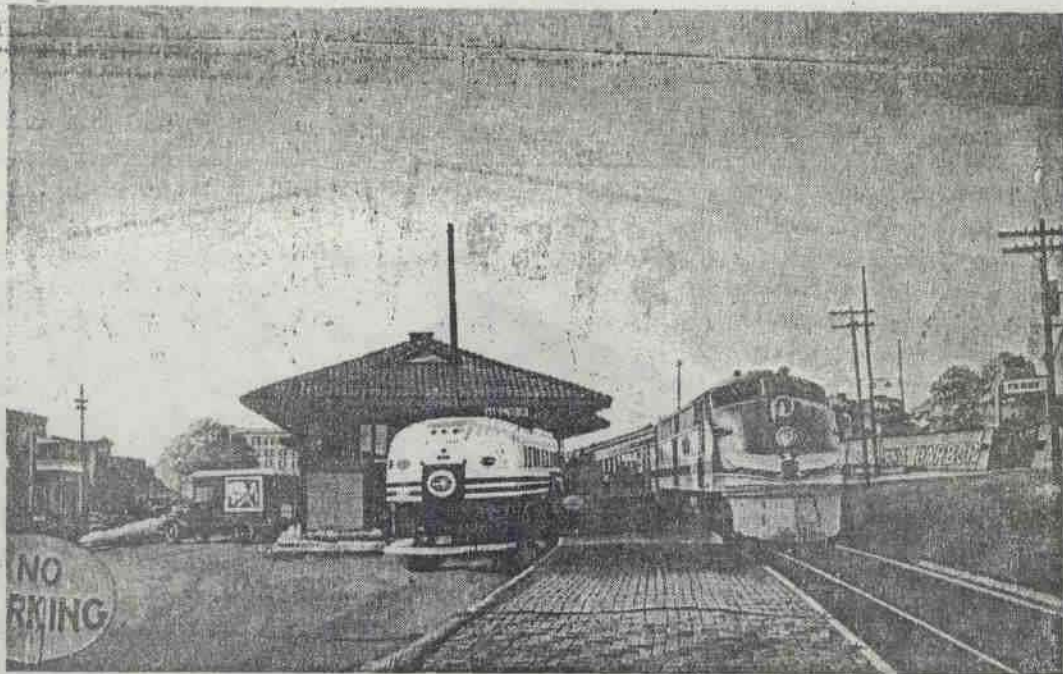


To restore depot...Coles, Jones look over old railroad depot at Coles' ranch near Glenwood

The **LARGEST RAILROAD ABANDONMENT** in the USA was the 541-mile New York, Ontario & Western on March 29, 1957. Next largest was the Missouri & Arkansas, 335 miles, in 1948. Third largest abandonment was the Colorado Midland, 221 miles, in 1919. (Guinness RAIL - The Records, by John Marshall)

As a man grows older and wiser, he talks less and says more.

SAVE CREEKMORE PARK ENGINE - (Fort Smith) - An engineer from Union Pacific who came all the way from Kansas City to work on the miniature train at Creekmore Park in Fort Smith said it could be rebuilt for \$5,000 to \$10,000. The miniature park train is one of the last in the country run by steam engine. Efforts to preserve the train and its depot began last year. A committee was formed which hopes to raise \$40,000 for restoration of the steam engine, purchase of a diesel backup and the renovation of the depot. (SOUTHWEST TIMES RECORD, June 29)



The Delta Eagle is back, and you can almost hear the diesel's rhythmic chant as it waits impatiently on a warm June afternoon. The year is 1945. In a moment the conductor will signal a highball and the Eagle will be off to Tallulah. The Trailways bus will growl away, bound for lesser stops without rails.

Come back with us now to that warm summer afternoon. Captured

forever in a new limited edition print from Helena National Bank. This new painting was created by artist Allan Hammons from a photograph taken 42 years ago by former Helena resident Randy Tardy.

The new prints are available free with a \$500 deposit in any new or existing savings account or C.D. Come by our Main Bank or West Helena Branch and get your free print.

ORPHAN TRAIN NEWS - (Springdale) - Orphan Trains, which transported children from New York to the Midwest and elsewhere between 1854 and 1929, has an organization which is trying to gather information on these children. A 1910 Children's Aid Society report states that 139 children were brought to Arkansas before federal child welfare reforms stopped the practice in 1929. But the Orphan Train Heritage Society of America found several hundreds more arrived here. Due to the ages of the riders they must preserve their histories now or it will be lost forever.

The Cotton Belt, Burlington, Frisco and other railroads carried groups of 25 to 125 children accompanied by an agent to Arkansas towns. Upon arrival the children lined up on stages, platforms, wherever they could be seen and introduced. Folks were asked to take a child of their choice and sign an agreement with the Aid Society. If for any reason this arrangement became unsatisfactory the child would be removed from the home and "placed out" again.

The Orphan Train Historical Society is a central clearinghouse for information on the children, railroads, towns the trains brought the children to, agents, families taking the children, institutions involved and the distribution methods used.

October 8, 1988, OTHSA (the Heritage Society) will have an Orphan Train reunion in Springdale, Arkansas, open to everyone. Information about the reunion will be sent upon request. For a free newsletter, send a self-addressed and stamped #10 (long) envelope to: Orphan Train Heritage Society, Rt. 4, Box 565, Springdale, Arkansas 72764

GENERAL RAIL NEWS

RAIL MX MISSILES CLOSE TO HOME - (McAlester, OK) - The Rockwell International plant in McAlester, Oklahoma will be a sub-contractor in a \$161.7 million contract awarded by the Defense Department to build a rail version of the MX missile. The McAlester site is the second of a series of contracts awarded by the Air Force. The project is known as the Peacekeeper Rail Garrison Program. (THE DISPATCHER)

RUNS PASSENGER TRAINS - (Loveland, Colorado) - John Peter Ascher, president of the 56-mile Great Western Railway Co. that runs in Colorado said in late June that passengers are increasingly the weekend replacement for the sugar, corn syrup and lumber that are the staples of Great Western's freight business. The line has been having weekend and charter passenger rides for several months. Fare is \$7 for adults for the 43-minute excursion between Loveland and Officer's Crossing. Passengers ride in authentic passenger cars, including the Yellowstone, built in 1898 for Jim Hill, then President of the Northern Pacific. Great Western's Antique Car No. 1 is the only remaining combination passenger-railway post office car still in use. The all-wood car was built in 1907 and restored by Ascher's wife, Jane. (ROCKY MOUNTAIN NEWS, June 16, via Jim Johnson of the SLSW)

GEORGIA TOURIST RAILROAD - (Atlanta, Georgia) - The New Georgia Railroad, the state-operated tourist train, made its first run June 27 from downtown Atlanta to the base of Stone Mountain. It was a test run of a route that will be used heavily during the Democratic Convention in July as well as for regular weekend excursions. The trip is supposed to last about 3 hours. Regular weekend runs began July 9, carrying passengers from the Zero Milepost near Underground Atlanta (which is amazing to see, if you haven't seen it) downtown through Stone Mountain village, around the base of the mountain and back. The round-trip ticket will be \$10 for adults and \$5 for children.

Regular tourist trains will have 10 or 11 cars. The Building Authority hopes to use the train to bring conventioners and tourists from the downtown convention area to Stone Mountain. Power appears to be an F7 diesel. (ATLANTA CONSTITUTION, June 19 via George Brown)

RAIL BRIDGE BURNS ON THE U.P. - (Grand Prairie, Texas, near Dallas) - Almost 10 days was necessary to replace a Union Pacific bridge destroyed by fire June 27 just west of Dallas. The 340-foot bridge - spanning a vast area of flood plain in Grand Prairie - caught fire and was destroyed before anyone could reach it about 3 AM. The fire appeared to be deliberately set, because of a 2-foot high pile of rocks that someone had put on the railroad tracks just before the fire was spotted. A freight hit the rocks about 2:30 AM but was not derailed. "When the rocks did not do any damage, we feel the person went down and burned the bridge for one reason or another," a fire investigator said. About 15 trains used the bridge daily, including Amtrak's "EAGLE" which comes through Arkansas. It had two sets of tracks and is the railroad's main east-west connection between Dallas and Fort Worth.

Union Pacific trains will be detoured via nearby Missouri-Kansas tracks. U.P. will replace the bridge, a wooden trestle built in the 1930s, with a concrete structure within seven to 10 days. (FORT WORTH STAR-TELEGRAM, June 29, 1988 via Jerry Nunn)

LONG RETIRES - (Tyler, Texas) - Johnny Long finally called it a day. And he's only 91. After almost 74 years in the accounting department of the Cotton Belt at Tyler, Texas, Johnny has retired. He joined the Cotton Belt in 1914 and except for a tour of duty in World War I has been at his desk ever since. He holds the longevity record for the Cotton Belt and SP and mayby for the railroad industry. Two years ago he was second in seniority among railroad employees nationwide. "There was a fellow working for some little ol' short line up in Pennsylvania that was still working that had a year more seniority than I did," Johnny says. "As far as length of service, I worked eight hours a day and he just came in when the train came in." Italine Lone, Johnny's wife of 66 years, also has retired as treasurer of a Tyler Publishing company after almost 70 years on the job. The Long's sold their house and moved to Arlington, Texas where their son lives. (SP UPDATE)

AMTRAK'S "EAGLE" RIDERSHIP UP - The "Eagle's" ridership in April totaled 11,805 passengers, a 36.8 percent gain from last year. The percentage increase was the highest of any long-distance train in the Amtrak system. Also, direct rail passenger service from Little Rock to Houston via Dallas may soon be possible, according to Randy Cookus, Little Rock's Amtrak agent. This new service is contingent on agreements between Amtrak and Southern Pacific, over which the Dallas-Houston route would run.

If the new service begins, a section of the "Eagle" - most likely consisting of one engine and two coaches - would leave the main train at Dallas and go south to Houston via Corsicana and College Station.

On another matter, Amtrak President Grayham Claytor announced an agreement with French-owned Bombardier Corp. to purchase 50 rail passenger cars for about \$50 million. Delivery is scheduled for next summer. The order will be assembled at Bombardier's car plant at Barre, Vermont. The equipment will conform with Amtrak's Amfleet cars. Bombardier owns all rights to Pullman and Budd passenger railcar technologies after acquiring in 1986 Pullman Technology, Inc and in 1987 Transit America, the former owner of Budd.

Claytor said he saw "enormous opportunities" ahead for Amtrak's improvement and expansion. "The principal problem we see ahead is capacity," he said. (ARKANSAS DEMOCRAT, June 20, by Randy Tardy)

MORE ON AMTRAK - Amtrak President Graham Claytor has proposed in June to expand or restore 12 to 15 passenger train routes in various parts of the country contingent upon Congress raising gasoline taxes by one cent per gallon. He also said Amtrak operates 230 daily trains in 42 states and grossed \$1 billion in 1987, covering 70 percent of its costs (up from 50 percent just seven years ago). (ST LOUIS POST-DISPATCH via THE GATEWAY RAILLETTER of the St. Louis Chapter NRHS)

If you have tried to do something and failed, you are vastly better off than if you had tried to do nothing and succeeded.

POSSIBLE STRIKE OF ALL RAILROADS - August 6 may be the date of the start of a nationwide strike by the UTU stemming from the apparent failure of negotiations between the Chicago & Northwestern RR and the UTU regarding crew size. Should the CNW go on strike, other roads would follow. The CNW wants two-man crews on ALL its trains regardless of length or content. Could be an interesting year.

MORE ON LABOR DISPUTE ON CNW - The Presidential Emergency Board has looked into the crew size dispute between the Chicago & Northwestern and the United Transportation Union and issued its report. CNW wants two-man crews on all its trains. It said it wants to eliminate "non-productive positions, particularly in the overmanning of trains." The Board issued these recommendations, which apparently nobody likes:

- 1) No train will have a crew greater than an engineer, conductor and one brakeman, unless the railroad so desires.
- 2) Any employee whose service is voluntarily terminated as a result of the crew consist settlement will receive \$50,000.
- 3) Persons involuntarily separated from CNW will receive \$45,000.
- 4) UTU's request for a free exercise of seniority was rejected.
- 5) Upon resolution of the recommendations, employees remaining in service would be granted 10 personal leave days.

Both sides have until August 1 to negotiate a settlement and if not, Congress may impose one of its own. (SP UPDATE)

Always imitate the behavior of the winners when you lose.

George Meredith

RIO GRANDE/SP MERGER PLAN CUTS STAFF - (Denver) - If he gains control of Southern Pacific, Denver billionaire Philip F. Anschutz would make substantial cuts in the company's headquarters personnel in Denver and San Francisco. Rio Grande officials have estimated that 419 non-union jobs would be cut by 1992, including 120 in Denver and 160 in San Francisco. ICC approval of the merger is widely expected to occur by the end of August. (DENVER POST, June 11)

NAPA VALLEY WINE TRAIN? - (St. Helena, California) - Apparently the grape growers in the NAPA valley of California don't want a special train to run there. Weary of tourism, many officials, grape growers and others fear that the proposed train will add to the growing number of out-of-towners. In their search for the finest Cabernets, locals say, tourists clog highways and force up prices.

Jack McCormack, the Wine Train's spokesman, wants to start runs by the height of the tourist season, this fall. McCormack got involved in the project when the Southern Pacific sold a rarely used freight line on the valley's western edge for \$2.2 million to an investor's group. If it ever gets off the ground, the line's two vintage diesel engines, one steam engine and 19 pullman cars would make five or six round trips daily, plus dinner excursions, on a 21.5 mile stretch between Napa and St. Helena. McCormack insists that the train would help the clogged highways by taking people off the road. The train won support of the city of Napa. Last year up to 4.1 million people visited the Napa Valley. (LOS ANGELES TIMES, May 30 via Jim Johnson)

SEWAGE AND AMTRAK - (from an opinion by Larry Fruhling of the Des Moines Register, June 15, 1988) - A few months ago some railroad workers in Utah had hunkered down at trackside, opened their lunch pails and were about to eat their sandwiches. About that time Amtrak's "California Zephyr" came by, unfortunately blowing its sewage tanks as it passed the workers. Their lunches and their appetites were ruined. This raised the ire of Utah Congressman Howard Nielson, who attempted to elevate the incident into a national health crisis - raw sewage from trains? According to Fruhling, it is difficult to understand Congressman Nielson's concerns about the sewage from a few passenger trains when you consider that 478,000 sheep normally are out on the range in Nielson's Utah depositing "raw sewage" of a magnitude that only a fertilizer scientist could appreciate. And that is to say nothing about the state's 760,000 cattle, dogs, raccoons, cougars, mountain lions and moose hunters.

It's a jungle out there.

The most astonishing thing about Nielson's discovery that human wastes occasionally de-train from Amtrak is that to him it was a shattering revelation. The man is, after all, going on 64 years old. Nearly every other American of that age has actually ridden on a train. I have known all of my life that when you used the necessary room on an older train, trackside took a hit. I know that because when you flushed the toilet, a little trap door opened at the bottom of it and you could see the ties going by. It didn't take a rocket scientist to figure out the mechanics.

The newer Amtrak double-deck cars used on western trains have tanks that pulverize their contents and periodically spew the sludge while the trains are moving. Nielson's insinuations that passenger trains are harmful to your health overlook the fact that the country somehow survived the days when the nation crawled with trains. Sixty years ago we had 20,000 intercity passenger trains; now there are 230.

After all...it's biodegradable.

HOUSE SLICES FUNDS FOR MISSILE TRAINS - The House has approved \$100 million for the development of a plan to base the 10-warhead missile on rail cars, about \$693 million less than sought by the Administration. The proposal is to put the missiles on 25 special, six-car trains - each with a staff of 19, including 15 security personnel and three civilian train crew members. In time of crisis, the trains would move onto the nation's rail network from seven military bases. (UTU NEWS, July 1988)

CUMBRES & TOLTEC BRIDGE DAMAGED BY EXPLOSION - (Antonio, Colorado) - On June 13, an explosion set as part of making the TV movie "Where The Hell's That Gold???" starring Willie Nelson, accidentally burned a wooden trestle on the Cumbres & Toltec Narrow Gauge Railroad. They were doing special effects and wind blew the fire into the bridge near Antonio. Repairs were made by June 20, with a new bridge slated to be built by the movie company later. (ROCKY MOUNTAIN NEWS, June 17 via Jim Johnson)

WORLD'S SHORTEST SHORT-LINE RAILROAD - (Cresco, Iowa) - The town of Cresco, Iowa not only has a caboose in its park, but an engine, box car and flat car besides. And once a month during warm weather, a group of "rail-road nuts" fire up the locomotive and drive the train. Back and forth over all 50 feet of available track in Augustus Beadle Park. Formally, its called the "Cresco Railway Company". Allyn Billmyer, a member of the local volunteer fire department, which was chiefly responsible for getting the train there, said: "We never looked at this as a tourism deal, but that's what it became. We went into it with the idea that the Milwaukee Road, which was in bankruptcy, was abandoning our track, that there'd be no more trains here and that we ought to be able to show young kids of the future what trains were like."

The firemen and other raised more than \$24,000 to buy the engine and cars from the rail company. "We got the locomotive (appears to be an F7 or E8) a few days before it would've been cut up into scrap metal." (DES MOINES REGISTER, May 8, 1988 via Jim Johnson)

TRAIN FROM CORSICANA TO WACO, TEXAS PROPOSED - (Corsicana, Texas) - After Southern Pacific proposed to abandon its line between Waco and Corsicana recently, private passenger car owner Joe Bauske has offered to buy the line and try to turn it into a passenger and freight railroad once again. He said it would take \$4 to \$4.5 million to rehabilitate the line and depots, etc. If the project gets underway immediately, trains could be running there as early as the summer of 1990. The committee which he has set up also would like to buy the MKT Railroad shops in Bellmead, Texas and turn those into a large railroad museum. (Corsicana DAILY SUN, June 3, via Jim Johnson)

ST. CHARLES MISSOURI MAY GET A STEAM TRAIN to run along the abandoned MKT track that goes through town. The five-mile excursion would put St. Charles (just west of St. Louis) on the map. However, a few hurdles remain, such as the lawsuit about making the KATY right-of-way a hiking/biking trail. The tourist railway would run 5 miles from Frontier Park, where Lewis & Clark began their journey, to Jungs Station Road and back. Meanwhile, former landowners along the abandoned KATY are hard pressed to convince that a tourist railroad is still a railroad...they want the land back. St. Charles preserved the 5-mile stretch by buying it from the salvage company for \$160,000. (ST. CHARLES BUSINESS JOURNAL, June 12, via Jim Johnson)

WEATHER FACTS - To put out national and local forecasts each day, hundreds of thousands of mathematical equations are run on each numerical "model", representing 3/4th of a million forecasts prepared each day across the country. Data is entered in two giant CYBER computers in Washington, D.C. with the resulting information then sent out to each state's National Weather Service Forecast Office for their use and distribution via local main-frame and smaller computers. Still...with nature not tied down to what man has placed in a computer, it's still possible to miss forecasts, but considering that forecasts are for up to 5 days out for a relatively small area, the science does seem to work well. Accuracy of forecasts for 48 hours or less has been increased to 85 percent.

U.P./KATY TAKEOVER - Union Pacific will probably take over the MKT Railroad officially in the middle of August, possibly August 12, when certain KATY employees will start receiving checks from Union Pacific. According to U.P. officials in Omaha, many of the KATY's engines, which are too old and out-of-date for U.P.'s use, will be sold or scrapped soon after the merger is consumated. So... anyone needing an engine, get ready to contact the Union Pacific.

TRAVEL TOWN/GRIFFITH PARK TO BE REDEDICATED - (Los Angeles) - A new switch engine was donated recently to the Travel Town Museum in Griffith Park near Los Angeles, which represented a new beginning for this transportation museum. In 1985 the museum hired the curators of the Sacramento State Railroad Museum to evaluate Travel Town's future. They said: "You've got the most unbelievable collection of locomotives west of St. Louis." The plan is to focus on only railroads and fire equipment. A dedication ceremony was held July 15. (LOS ANGELES TIMES, June 3, 1988 via Jim Johnson of the Cotton Belt)

RAIL LABOR WINS BIG - On June 15, the United Transportation Union won a major victory when an arbitrator found that UTU's strike at Guilford's Springfield, Vermont Terminal Railway was a legal strike over safety issues and ordered Guilford to reinstate all 1,200 workers with full back pay. On June 16, an arbitrator ruled in favor of the Railway Labor Executives Association (RLEA) and ordered Guilford to "make whole" all of the employees on three railroads it had leased to its Springfield subsidiary since 1986. This means about a 25 percent pay raise.

UTU President Fred Hardin hailed the June 15 victory "as a clear signal to railroad management that workers won't tolerate life-threatening working conditions."

Guilford management had declared that all employees who failed to report to work when the strike began in November 1987 were considered to have "resigned." However, the arbitrator ruled that indeed the strike was legal sanctioned by the Railway Safety Act. The public law gave Guilford 30 days in which to process the award with the UTU.

In addition to the multi-million dollar payoff facing Guilford management, they also have to grapple with what they are going to do with the 600 scabs they hired to replace the union members. (LABOR Newspaper, June 29, 1988)

NEWS UPDATED through July 17...mailed about July 25.

ASTRONOMY FACTS FOR AUGUST

METEOR SHOWER - The annual Perseids meteor shower, expected to be very good this year since the Moon won't be visible, will be at its peak AUGUST 12 in the predawn hours, or just after midnight on August 11. About 50 meteors (commonly known as "shooting stars") may be seen each hour. These meteors result when the earth passes through the trail of comets, in this case Comet Swift-Tuttle. The comet should reappear itself in November 1992. The Perseids shower was first sighted on July 17, 36 A.D.

MARS doubles in brightness throughout August, looking like a red candle flame rising in the east at mid-evening. Mars will be at its brightest and closest to earth in September of this year.

The **MOON** will be partially (1/3rd) eclipsed just before dawn on August 27, right before it sets in the west.

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.

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