



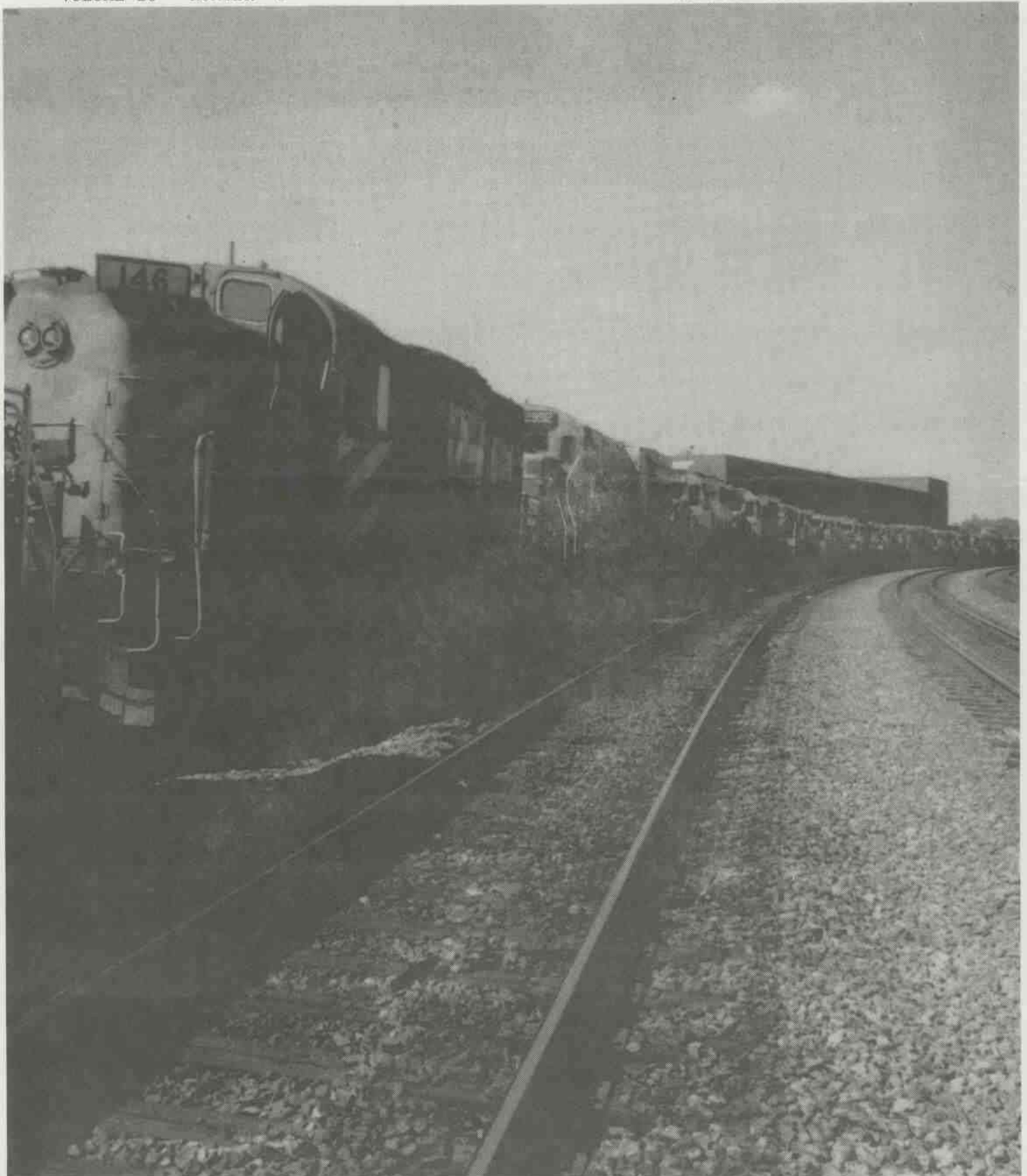
ARKANSAS RAILROADER



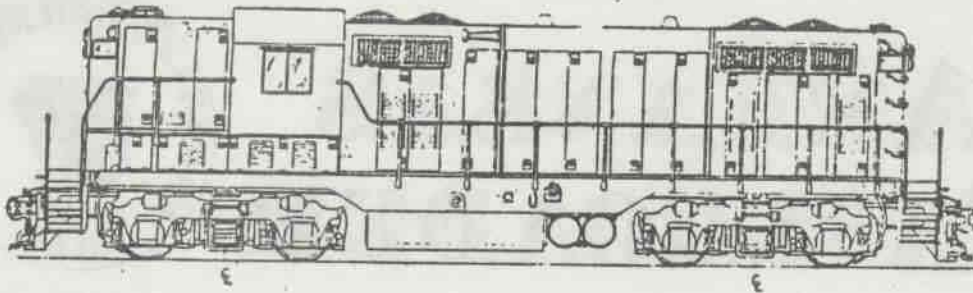
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 8

AUGUST 1989



THIRTY-FOUR M-K-T (KATY) engines were lined up next to Union Pacific's engine repair facilities (Jenks Shops) in North Little Rock on June 28, 1989. Most of these were for sale or scrap. (Thanks to E. J. McCaddon, Senior Manager-Locomotive Maintenance for giving me the chance to photograph these engines - their numbers and another picture are on page 3. Ken Ziegenbein photo)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- | | |
|---|--|
| <i>President</i> - Fred Fillers
28891 Bandy Road
Little Rock AR 72211
(501)-821-2026 | <i>Vice-President</i> - Matt Ritchie
111 Tenkiller
Sherwood AR 72116
(501)-834-4449 |
| <i>Treasurer</i> - Dick Byrd
12 Flintwood Dr
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 Dr
N Little Rock AR 72118
(501)-758-1340 |
| <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> - Dusty Rhodes
P.O. Box 852
Fordyce AR 71742 |
| <i>Board</i> - Randy Tardy
226 Englewood Road
Little Rock AR 72207 | <i>Board Tres</i> - Polly Hamilton
522 South Main
Benton AR 72015 |

T-SHIRTS FOR SALE - Arkansas Railroad Club T-shirts, caps and jackets are for sale. The T-shirts have a red emblem, caps are black and white. The price for T-shirts are \$6 plus \$1 postage; the caps are \$4 plus \$1 postage and the non-monogrammed jackets are \$25 plus \$2 postage. Monogrammed jackets, first name only, are \$27 plus \$2 postage. The money raised will help support our club's newsletter, excursions, rehabilitations, etc. If you'd like one, contact:

Matt Ritchie
111 Tenkiller
Sherwood AR 72116

(501)-834-4449

SHOW & SALE BEST EVER - Our club netted \$1,043.41 on the June 17 Show & Sale held in North Little Rock. There were over 80 tables sold.

GOODBYE BILL MERCK - Walter Walker told us at the July 9 meeting that Bill Merck would be leaving for Memphis on July 31. There was to be a get-together at the Walker's on Sunday, July 16 for Bill. Of course, Bill will continue to keep in touch and will always get the RAILROADER. He also will write future stories for the RAILROADER. ENJOY MEMPHIS, BILL! We'll miss you at the meetings.

CHRTMAS PARTY SET FOR DECEMBER 9 at Wyatt's Cafeteria in North Little Rock. Price will be only \$7.50. There will be a band. We'll gather at 530 PM, with the meal at 6. (Don't EVER say you didn't know about it in time!!!)

(CLUB NEWS continued on page 9)



TOP - Some of the crowd at the Arkansas Railroad Club's annual Show & Sale held in North Little Rock June 17. The club had its best year ever, netting over \$1,000.
BOTTOM - Part of 34 KATY engines sitting in Union Pacific's yards, 8th & Pike, in North Little Rock on June 17, 1989. These are for sale or scrap. Their numbers are: 115, 113, 146, 175, 217, 109, 112, 123, 103, 110, 120, 107, 119, 101, 91, 116, 108, 104, 105, 95, 122, 96, 97, 98, 93, 154, 100, 221, 102, 111, 121, 106, and 94. Union Pacific/Missouri Pacific engines intermixed with the KATY units are numbered: 3058, 3082, 2950, 723, MP2987, 3035, 3054, 3037, MP2000, MP2986, MP2992, MP2991, MP2990, S5, 546, 2957, and MP2989.
 (Both photos by Ken Ziegenbein)



MORE POWER TO YOU! - Representing a \$24 million investment and 80,000 horsepower commitment toward increased efficiency and improved customer service, 20 new locomotives arrived at Southern Pacific's East St. Louis facility the week of May 21. Lettered for the Cotton Belt, the new B-40-8 locomotives were made by G.E. and were delivered in a solid train. Thirty more different style engines are scheduled for delivery later this summer. Also, Southern Pacific ordered another 50 new GP60s on June 28 to be delivered in 1990. They cost \$50 million, have 3800 horsepower and are also to be built by G.E. (SP/Jim Johnson photo)



The **MOUNTAIN VALLEY RAILROAD** in Hot Springs, Arkansas has over 2500 feet of 7½ gauge track, three trestles and large cuts and fills. They have a national miniature train meet in May once a year. For more information, write Arkansas Railroad Club member Cary Nettles, Rt. 1, Box 410, Hot Springs, AR 71913 or phone (501)-525-1675. (Photo by the MOUNTAIN VALLEY RAILROAD)

(The story "Coal Burning Days on the MOP" beginning on the next page was typed by William Church)

COAL BURNING DAYS ON THE MOPAC

by

William Church

As we leaned into the curve just south of Hogan on the MoFac's Missouri Division, I braved a hail of red-hot cinders belching from the stacks of our huge 4-8-4 and our helper—a heavy USRA 2-8-2 which had been with us from Piedmont to give our train a good looking over. I was then a brakeman riding in the trainman's shelter on the tender.

This was our last chance to set out a bad order before we got to Arcadia the other side of the mountain. I knew the skipper would raise hell if we had to stop and worry with a hot journal that we should have caught before reaching Hogan. The steady stream of water that ran from the bunkers on the reefers had been playing tricks with me all day. Water splashing on ties making me think that one of the 200-odd journals trailing along behind us was starting to warm up.

By holding on with one paw to the handrail that decorated the top of my small steel cabin and using the other to keep my Kromer cap in place, I gave the train a once over. As the caboose glided into the curve I could see "Old Man" A. "Arch" Lane, the skipper, leaning out the cupola window. Drawing my copy of the St. Louis Globe from my hip pocket and stretching out over the side of the tender, I gave him a high ball.

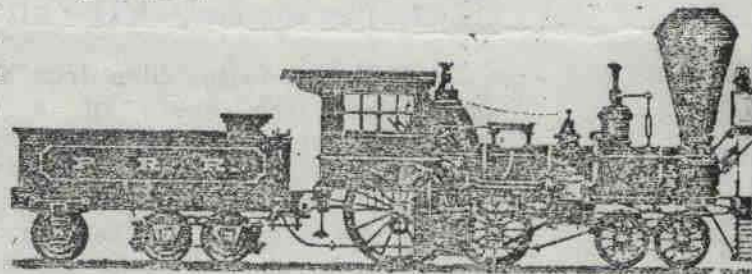
Retreating to my seat inside the "doghouse" I listened to the music of the two big steamers as they dug in, shaking the Ozark Mountains with their drivers burnishing the 112-pound steel. I was thrilled when the engineer on the big Mike helper cut loose on his wildcat whistle with his version of "Lost John" for a lonesome road crossing—not especially for the safety of the tie-hacker who might have been using it but more for his own enjoyment.

Those joyous sounds echoed off Tom Sauk's 1722-foot peak and bounced back from the bluffs that lined the creek paralleling the track, then trailed off into the rocky, tree-covered hills.

I had become a "Tiff-digger". That

nickname was given to Missouri Division men because of the tiff, or barite ore then being mined along the division; and I got it on the chilly March morning when I hired out to the Missouri Pacific as a brakeman at age 21. For four years prior to that I had been booming around the Midwest and Southwest with the cotton rush on the Frisco, the fruit blocks on the Cotton Belt, wheat movement in Kansas and Oklahoma and cattle in Colorado and Nebraska.

Every night the railroad-loving hill people enjoyed the fleet of steam-powered high-speed freight and passenger trains that glided down from St. Louis to the Rio Grande and the Gulf. After the sun's last stabbing rays had faded beyond the purple hills, leaving brief red and yellow streaks against the summer sky, the little helper town of Bismarck took on a new form of night life.



Here was kept a stable of mighty coalburning Pacifics, Consolidations, and Mikes to run the local way-freights and helpers over the rugged grades that lay between Bismarck and Piedmont. Pretty lassies from the Lead Belt towns of Farmington, Bonne Terre, and Elvins, some "on the make", others out with their boy friends, would hang around the old depot to watch the night show that only Missouri Pacific trains could put on.

After a long hard day on local freight, running the ridges, climbing the mountains, and snaking out loads of tiff, ties, iron ore and stone, the older men on the crews would take ringside seats on the front porch of Mrs. Walker's boarding house. Here they would tell tales of link-and-pin days, wrecks and runaways, and

talk of long-gone old-men, while we younger bucks would amble down to the depot platform to be with the excitement of the coming hour.

Keeping our eyes on the local girls, we would strut up and down the platform with an air of importance, giving out railroad facts to the less-informed citizens. This never failed-or so we thought to impress the fair sex.

From the roundhouse south of the station came the sound of the iron horse; being groomed and made ready for their nightly gallop over the steel trail. The hostler had his big moments while turning them on the wye. He never failed to show off his version of how a throttle artist would sound the road-crossing signal.

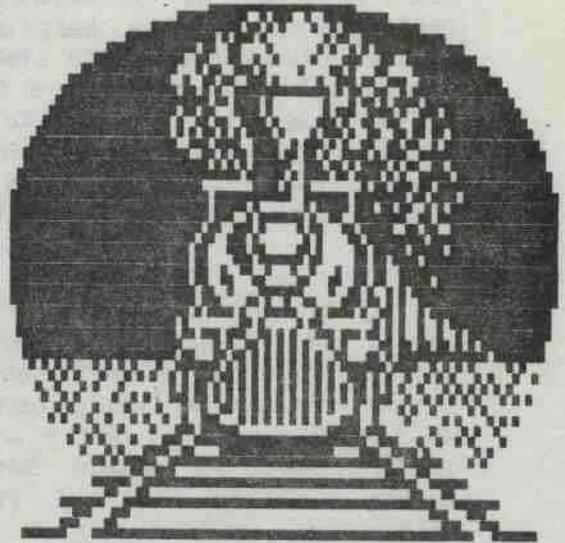
Remember those sounds? Black diamonds tumbling down the iron apron of the coal chute to the half-filled coal tender, piling coal to a small peak above the side boards. The steel lid of the manhole being slammed shut as the hostler's helper swings the crane back into place, leaving a stream of water running through the overflow holes onto the cinder ballast! And the flickering light of an oil torch as a runner gives his steed an allotment of lube oil.

From the south, down Iron Mountain way, comes the music of a double-shotted freight making a run for Bismarck. The helper hogger gives off with two wailing blasts and one short, telling the skipper on the rear. "This is as far as we can go on the main for the "Shines".

As the two steamers fight themselves to a standstill, the head shack, with switch key in hand, poise on the pilot of the lead engine, ready to dash to the switch to let the helper engine enter the lead to the roundhouse, while he himself lined the main line switch for the pass. With the action of well-trained circus performers, separates the helper from the road engine and once again the train enters the siding to clear for the "varnished" run.

The big 4-8-4, a sleek, 2100 class, freight-hauling and mountain climbing hog has her hour of glory. The hogger edges away from the coal chute and spots her tender at the water crane beyond the road crossing at the north end of the depot. Then the ashcat

swings the water crane over the manhole and waters his iron horse, while the runner, with a long oilcan in hand and a flickering torch, applies the usual water tank allotment of lube oil.



From the caboose barges the skipper, his lantern bobbing with each step, inspecting his line of cars. He passes the yellow reefers of Arizona melons, luscious Arkansas strawberries and peaches, and California grapes. The slatted cars of Texas cattle bound for the St. Louis slaughter-house becomes alive with bawling of unhappy farm and ranch animals.

As the signal north of the depot turns from green to yellow and then to red, the air is pregnant with excitement. The first section of the "Shines" is out of XD-Irondale and charging up the hill into town.

The helper conductor has left the train-order office with a fist full of flimsies and is ready to move onto the main stem, just south of the coal chute, when the big steamer on the varnish is spotted at the chute for coal and water.

With a long wail, the train announces its arrival. Its headlight sweeps around the curve just north of the freight house. The engine blows for the road crossing, then throws cinders, and belches black smoke from her stack, blotting out the sky for a moment. Rushing down the brick platform, the hogger works his steed with a jarring measured beat; you hear the sound of machine

working against friction of the red-hot brake shoes on Pullman cars pulled tightly against smoking wheels as he makes a power slowdown and spots his engine under the coal chute.

With the air of importance the blue-coated and gold-trimmed skipper alights from his train and parades past the onlookers, heading for the train-order office.

Up and down the cars, white-coated or blue-uniformed Pullman porters and conductors stand at attention outside their cars, ready to receive passengers. At the rear, where two green markers

shine to the front, stands the flagman, a lonely trooper at his post, with his red and white lights. He is ready to dash back in the direction he had just traveled, to flag the second section.

And that, my friend, is how I recalled the once-great railroad passenger service on the Missouri Pacific in the halcyon days when coalburners were king. (Copyright Carsten Publications)

"COAL BURNING DAYS ON THE MOPAC" was first published in the August 1969 issue of RAILROAD MAGAZINE and is re-printed in the ARKANSAS RAILROADER permission from Carsten Publications.

THE END

"COAL BURNING DAYS ON THE MOPAC" is from my book, "MY LOVE AFFAIR WITH THE BLUE AND GOLD". A collection of short stories with photos of my years as a railroad man and should be on the market sometime in 1989.



*I shall pass through this world
but once.
Any good, therefore, that I can
do, or any kindness that I
show
to any human being let me do it
now
Let me not deter or neglect it,
for I shall not pass
this way again*



Announcing
 a new high class
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ST. LOUIS-TEXAS

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 to discriminating travelers
 to from and through
TEXAS



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Texas & Pacific E. y
 Missouri Pacific R. R.
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Geo. D. Hunter
 General Passenger Agent
 Dallas Texas.

(Bill Bailey collection)

OMITTED - Dale Walker, 4256 Botanical Ave. Apt 6, St. Louis MO 63110-3562 was inadvertently omitted from membership list published last month. If anyone else was omitted, drop me a line.

RECORD AVAILABLE - A good-sounding single record and tape entitled "Daddy's Train" was sent to your editor by member Kathey Lloyd Bird of Smackover, Arkansas. The song is about the Rock Island and how it used to be so prevalent in this part of the state. Mrs. Bird wrote the song in memory of her father, who passed away in 1983. He was a Rock Island conductor in El Dorado.

"Daddy's Train" is sung by "Bird & Davis" (Bobby Glen Bird and his cousin Mickey Davis). Bobby co-wrote the song. The record has been sent to radio stations across the country.

Kathey said if anyone would like one of these records or tapes, contact her at 717 E. 4th, El Dorado AR 71730 or call 501-862-4555 or 501-725-3585.

"WORKIN' ON THE RAILROAD" workshop that was held in June in Springdale (which was a seminar for children on railroads) was a success. Bob Oswald, of the Boston Mountains Chapter NRHS, said the idea for this workshop was given by M. K. Motherwell of the Shiloh Museum in Springdale.

FIRST WOMAN MAYOR OF HAZEN - Club member Kathryn Orlicek of Hazen became the first woman mayor of Hazen June 15 when the elected mayor died. Mrs. Orlicek also has been very active in getting the old Rock Island depot restored in that city and says that Union Pacific is supposed to have a caboose ready for Hazen soon. (Thanks to L. T. Walker)

☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, August 13 at 2 PM in the Twin City Bank Building in North Little Rock. At presstime (July 14), a firm program was not set up, but several good prospects are in store. Lets all be there anyway. We'll have a good time. (Although the presstime was July 14, I held off mailing until July 21 so as not to get the newsletter out too soon.)

ARKANSAS RAIL NEWS

COTTON BELT HOSPITAL BOOKLET AIDING 819 - (Texarkana) - The booklet "The Cotton Belt, St. Louis Southwestern Railway Hospital" by Lola Maye Thaxton Stone is on sale at the Arkansas Railroad Museum in Pine Bluff, home of the 4-8-3 819. The hospital was located in Texarkana.

Mrs. Stone, wife of retired Cotton Belt engineer W. F. Stone, donated the book to the Cotton Belt Rail Historical Society for them to sell as a fundraising effort.

"Our generation and our children remember the hospital," she said. The hospital was the railroad's solution to providing medical insurance coverage for its employees. The booklet offers a first-hand hospital history.

First opening in Tyler, Texas in 1889, the hospital was relocated to Texarkana in 1904 because the city was more centrally located. (PINE BLUFF COMMERCIAL, June 8, 1989 by Dawn Maxon)

Lightning strikes move at about 155,000,000 (155 million) feet per second, or 29,356 miles per second, or about 1,761,360 miles per hour.

DRIVER DIES IN TRAIN COLLISION - (Benton) - Jeffery Davenport of Benton was killed at 11 AM July 6 when his truck was hit by a UP freight on Alcoa Road in Benton. A Union Pacific engineer said Davenport passed two cars waiting for the train to pass, stopped momentarily at the crossing and then drove around the crossing arms into the train's path. (ARKANSAS GAZETTE, July 7)

HAMBURG CHAMBER OF COMMERCE HAS HOME IN CABOOSE - (Hamburg) - The Hamburg Chamber of Commerce has a new office in a former MOPAC caboose, number 13582, donated by Union Pacific. The caboose is located just across the street from the site of the former Hamburg depot. The chamber is seeking volunteers to help provide labor, materials, etc. so that the car can be prepared for use. The Chamber is also taking cash donations to be used to purchase copies of the original Missouri Pacific decals for the sides of the caboose. To make a donation, contact the Hamburg Chamber of Commerce at 853-8345. (ASHLEY COUNTY LEDGER, June 7)

REBIRTH OF UNION STATION - (Texarkana) - A Texarkana chiropractor, Dr. Dan Bookout, bought the old train station in Texarkana from Security Savings Association on June 6, 1989. Bookout promised with the help of the community to revive the once-thriving transportation hub. Refurbishing the old station - a stopover for 48 passenger trains a day in its heyday - is expected to be an ambitious project. The building recently valued at about \$118,000 has fallen into disrepair. He plans to make it the center of Texarkana once again. The station has been brought back from the dead twice before. After being constructed in 1875, fire destroyed it in 1889. It was rebuilt in 1909. In 1928 it was torn down and rebuilt for \$2 million. It reopened in 1930.

Renovation work is scheduled to begin immediately. The first phase will include a facelift of the station facing the trainyard, which should be completed by mid-August. The second phase will include reroofing all the buildings and the third phase will include improving the appearance of the station facing Front Street.

The entire project should be completed within two years. Bookout said the building should be valued at between \$2.5 and \$3 million when completed. "It's very possible that this could again become a train station," said Bill Ward, chairman of the Texarkana Chamber of Commerce. (Amtrak's "Eagle" stops in Texarkana three times a week in each direction). (Texarkana Gazette, June 9, by Doug Myers)

Want to worry? For the second time in a little over a decade, dramatic amounts of energetic radiation are coming from a point at the center of our Milky Way Galaxy. A large black hole is believed to be the cause. (SCIENCE DIGEST)

ALMA SISTERS DIE AT GRADE CROSSING - (Alma) - Two sisters were killed at 3:26 PM June 14 in Alma when the 1989 Tempo driven by Jolie A. Dahl, 17, of Alma pulled into the path of a Union Pacific train at Lock Street crossing in Alma. Suzanne Marie Turner, 22, of Fort Smith was a passenger. Both were killed. Alma police indicated that witnesses said the driver did not see the train.

The car traveled almost 600 feet from the point of impact.

There are no crossing gates at this road and there was talk of putting one there. However, Alma mayor Joe Hawkins said the crossbars would make things more dangerous than it is now. A city council member agreed saying that the gates would be down so much that people would go between them anyway. Hawkins said "those signals do give a lot of trouble and I don't know but that they are more dangerous than not having signals." (Van Buren PRESS ARGUS-COURIER,

June 15)

CABOOSE SELLS FOR \$4350 - (North Little Rock) - The city of North Richland Hills, near Dallas, Texas, bought a MOPAC caboose at an auction sponsored by the National Kidney Foundation in North Little Rock. The auction, held at Union Pacific's rail yard, was part of the Kidney Foundation's Care Cars program, whereby people can donate vehicles in exchange for tax credit. (ARKANSAS DEMOCRAT, June 25, by Claude R. Marx)

RAILROAD CREW FIRED AFTER DERAILMENT - (Prescott) - A three-man Union Pacific crew was fired in early July for not following safety regulations after a train derailment in Prescott July 1. The crew apparently did not make a thorough inspection of their train after it made an emergency stop two miles south of Prescott. Mark Davis, public relations officer of the UP, said the crew ignored a one-car derailment a few moments after the emergency stop.

The 67-car empty train was en route to Little Rock from Texarkana when the 35th car derailed two miles south of Prescott. The derailment caused the train's emergency brakes to lock. Davis said regulations state that the crew then walk the entire length of the train to inspect it. "When they got to the sixth car, the brakes came up, and they hopped back on to the train," he said.

The train traveled another two miles into Prescott when the derailed car hit a crossing, knocking it and two cars behind it off the track. No one was injured, but one car was damaged and a mile of track was damaged. The train was going 50 MPH. Drug tests showed no use. (ARKANSAS GAZETTE, July 12, by Scott Bowles)

GENERAL RAIL NEWS

TULSA GROUP MAY HAVE PURCHASED ABANDONED LINE - (Tulsa) - According to the SCRAMBLER, the newsletter of the Boston Mountain NRHS group in Fayetteville, The Sunbelt Historical Railroad Trust in Tulsa has purchased its first piece of railroad - a 34-mile stretch of abandoned line from Bixby to Muskogee, Oklahoma. MOPAC donated the right of way, and the trust bought the abandoned rails for about \$750,000. A trust spokesman estimated the value of the abandoned line at more than \$3 million. Sunbelt officials plan to spend upward of \$300,000 to redo the line, which might become the longest privately-owned excursion line within 500 miles. (Ed...if anyone can fill me in on this purchase, please do so).

RAILROAD SALES MAY INCREASE AGAIN - In June the Supreme Court gave railroads more freedom to sell off rail lines without first negotiating with unions. Bill Pollard of Conway, Arkansas Railroad Club member, said the court ruling probably will preserve lines that otherwise would have been abandoned. "Had the ruling gone the other way, the outcome would have been much more abandonment of marginal trackage as opposed to selling for short line operations," Dr. Pollard said. (ARKANSAS DEMOCRAT, June 22, by Randy Tardy)

KCS ABANDONING HOPE - (Hope, AR) - Effective March 17, 1989, KCS embargoed 45.2 miles of the Hope Subdivision between Springhill, Louisiana and Anthony, Arkansas, due to track conditions. KCS is keeping a switcher at Hope and taxiing crews in as needed to serve a feed mill 2.5 miles south of Anthony. Perhaps the Kiamichi Railroad could be given trackage rights on the Hope-Anthony line. (KCS Historical Society "CROW", June 1989)

SOUTH SHORE LINE FILES FOR BANKRUPTCY - (Chicago) - The Chicago South Shore & South Bend Railroad has filed for bankruptcy. The bankruptcy filing would not affect service to the South Shore's freight customers and commuters. Passenger service on the nation's last interurban line will last at least until July 31. (THE GATEWAY

RAILLETTER, St. Louis Chapter, July 1989)

SUPREME COURT OKAYS CERTAIN RAILROAD DRUG TESTS - The U.S. Supreme Court ruled that railroads and airlines can test employees for drugs without negotiating with labor unions. The court said that adding a drug test to a routine urinalysis does not represent a major change in the union's contract. This testing applies only to the annual physicals, not random drug tests per sae.

TWO PERSON CREWS ON SP? - Through freight trains will be operated with a train crew of one conductor only (plus engineer) if western lines trainmen ratify an agreement recently reached between SP and the United Transportation Union. Full membership votes should be taken soon. (SP Update)

SAFETY AWARD GOES TO SP...AGAIN - Southern Pacific and the Denver & Rio Grande Western on May 31, 1989 were each presented the gold medal E. H. Harriman Award for employee safety in 1988. It was the third consecutive year SP has won the award. The Harriman is based on the lowest casualty rate per 200,000 employee-hours worked.

"DISPATCHER" EDITOR RETIRES - (Stillwater, Oklahoma) - The Central Oklahoma Railfan Club's newsletter, the "Dispatcher", has had the same editor for nearly 20 years, Lawrence Gibbs. As of the July issue, he has resigned as editor. I know what he has gone through the past few years and wish him luck...life without deadlines would be a unique experience.

1989 Hurricane names are as follows: ALLISON (which gave Arkansas all the rain over the past month), BARRY, CHANTAL, DEAN, ERIN, FELIX, GABRIELLE, HUGO, IRIS, JERRY, KAREN, LUIS, MARILYN, NOEL, OPAL, PABLO, ROXANNE, SEBASTIAN, TANYA, VAN AND WENDY.

SP TO CHICAGO (or bust!) - On June 28, 1989 Rio Grande Industries, owners of Southern Pacific, announced it agreed to purchase 532 miles of line from the Soo Line between Kansas City and Chicago for \$86 million. The purchase will allow SP to finally reach Chicago directly. "Access to Chicago has been a goal of our railroads for over a century," Mike Mohan, President of SP and the D&RGW said. The agreement is subject to ICC approval, which could come in as little as 6 months. SP trains would be handled in Soo Line's Chicago yards.

RUNAWAY TENDER - (Airlie, Georgia) - Ex-Reader 2-6-2 No. 11, recently sold by Hart County Scenic Railroad to a group in Kentucky, was being prepared for loading onto a lowboy truck at Airlie, Georgia, when its tender rolled away. The oil tank sped eastbound at speeds approaching 60 MPH and derailed two miles away on a curve. Major damage was sustained as the tender landed on its side in the Memorial Day accident.

The damaged tender has since been shipped to Kentucky by truck. The locomotive awaits movement at Airlie. (The ORDER BOARD, Central South Carolina Chapter, June 1989)

OPERATION LIFESAVER SAFETY FACTS - 1) After a three year investigation the ICC concluded that it is the highway, not the railroad, the motor vehicle, not the train, which creates the hazard at grade crossings and must be primarily responsible for its removal.

2) On the average, there are about 7,000 grade crossing accidents annually in the nation.

3) It usually takes from 30 seconds to three minutes for a train to pass through a crossing.

4) A car traveling at 50 MPH needs 188 feet to stop. A freight train going 50 MPH needs over a mile and a half to stop.

5) The average freight train weighs about 6,000 tons. The average

freight car weighs 1 1/2 tons.

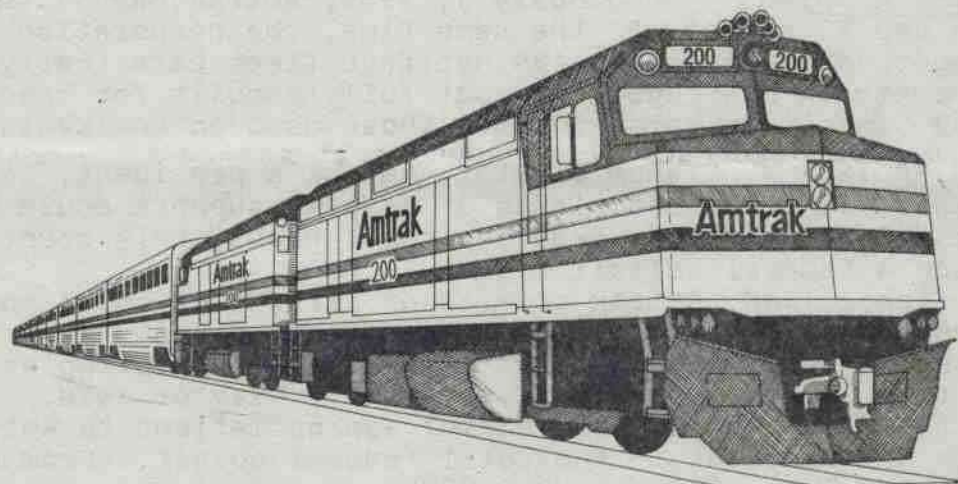
SP REORGANIZED - (San Francisco) - Southern Pacific Transportation Co. on June 21 announced a reorganization of its Operating Department, including creation of three operating regions:

1) WESTERN REGION in San Francisco; 2) CENTRAL REGION in Denver; and 3) EASTERN REGION in Houston.

Hurricane development has been correlated with West African drought. This drought period has been going on since about 1970, resulting in fewer hurricanes (many hurricanes get their start just off the west coast of Africa). However, 1988 saw nearly normal rainfall in West Africa and if this trend continues for the next 2 or 3 years, then we may start having more hurricanes. (There were 3 times as many hurricanes each year between 1947 and 1969 as there were between 1970 and 1987). (HURRICANE FORECASTING by William Gray, April 7, 1989)

NEW TRAIN TO GRAND CANYON? - A company called Grand Canyon Railways, Inc. is said to have purchased the 64-mile former Santa Fe line between Williams, Arizona (near Flagstaff) to the Grand Canyon and is spending \$80 million to put it back in operation. The company announced the renovation would include the Grand Canyon depot, still standing with the Santa Fe emblem on its front. The company also announced plans to purchase six to eight steam engines for use on the line.

The National Park Service is in favor of the project, as it would help reduce auto traffic. Service may begin in the summer of 1990. (THE TRAINMASTER, Pacific Northwest Chapter, May 1989)



AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>APRIL 88</u>	<u>APRIL 89</u>	<u>% CHANGE</u>
NE CORRIDOR	973,060	940,047	-3.4%
SHORT DISTANCE	407,378	393,650	-3.4%
LONG DISTANCE	453,537	451,779	-0.4%
"Eagle"	11,805	14,512	+22.9%
"Sunset"	11,681	11,399	-2.4%
"City N Orleans"	18,256	17,418	-4.6%
SPECIAL TRAINS	4,370	5,490	+25.6%
<u>TOTAL</u>	1,838,345	1,790,966	-2.6%

Amtrak had an average of 189.2 passengers on its trains at any one time in April 1989. (The "Eagle"/"Sunset" had an average of 273.9 passengers on board)

	<u>YR thru 4-88</u>	<u>YR thru 4-89</u>	<u>% CHANGE</u>
NE CORRIDOR	6,559,107	6,502,603	-0.9%
SHORT DISTANCE	2,581,128	2,612,925	+1.2%
LONG DISTANCE	2,935,775	3,021,864	+2.9%
"Eagle"	67,541	86,104	+27.5%
"Sunset"	66,726	64,753	-3.0%
"City N Orleans"	119,653	117,538	-1.8%
SPECIAL TRAINS	54,045	55,217	+2.2%
<u>TOTAL</u>	12,130,055	12,192,609	+0.5%

NOTE...The YR thru April is Fiscal Year beginning in October 1988 through April 1989.

ON-TIME DISMAL FOR APRIL - Amtrak's long distance trains were on time only 49.8 percent of the time in April, 1989, the latest month fully available (the "Eagle" was on-time only 19.2 percent of the time). Short distance trains, however, were on time nearly 82 percent of the time, bringing Amtrak's systemwide on-time performance up to 75.1 percent.

ENGINES 'N THINGS - On January 1, 1989, Amtrak had 67 road engines active and 38 stored. At the same time, the corporation had 1,634 passenger cars, including 499 Heritage fleet cars (carry-overs from the pre-Amtrak passenger era, but fully rebuilt for head-end-power) and 282 Superliner cars, such as those used on the Eagle.

AMTRAK FACTS - W. Graham Claytor, Amtrak's president, told Congress this year "if other recipients of federal support could have been as successful as Amtrak in reducing their needs, this country would not now face a federal deficit."

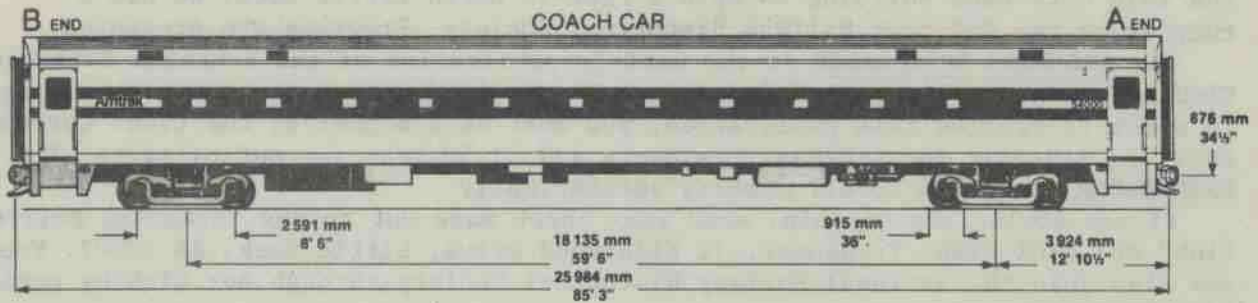
In fiscal 1988, Amtrak covered 69 percent of total operating costs from revenues, compared with 48 percent in fiscal 1981. "In constant dollars, we require 40 percent less federal operating assistance today than we did just eight years ago," Claytor said.

At their current level, federal appropriations to Amtrak comprise 5/100th of 1 percent of the total federal budget. (From PROGRESSIVE RAILROADING, May 1989 via NRHS NEWS)

Recycling just one run of the Sunday NEW YORK TIMES would save 75,000 trees.

NEW ROUTING FOR CRESCENT? - A new rumored rerouting of the CRESCENT (Washington, D.C. to New Orleans) has it leaving New Orleans in two sections. The first would depart at 6 AM and be rerouted New Orleans-Mobile-Montgomery-Birmingham. The second section would depart New Orleans about 830 AM and travel to Birmingham on its present route through Meridian, Mississippi. Apparently Alabama folks are still furious that Mobile-Birmingham service was omitted even though the state of Alabama set aside funds to pay for the service. (Louisiana State Railroad Museum "Spike", June 1989)

People in the U.S. spend more than 70 percent of their time indoors. Working adults average less than 45 minutes a day outdoors. (SCIENCE DIGEST)



AMTRAK DISPLAYS ITS NEW "HORIZON FLEET" CARS - The first new short-distance "Horizon Fleet" car of a 104-car order placed with Bombardier Corporation arrived at Amtrak April 11. The 104 cars will include 86 coaches and 18 food service cars (diagram above). Bombardier owns all rights to the Pullman and Budd passenger rail car technologies, having acquired Pullman Technology, Inc. in 1986 and Transit America (former owner of the original Budd designs) in 1987.

NEWS UPDATED through July 14, mailed July 21)

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents \$22.00).

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

RENEWAL

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12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

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

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

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on AUGUST 13 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.

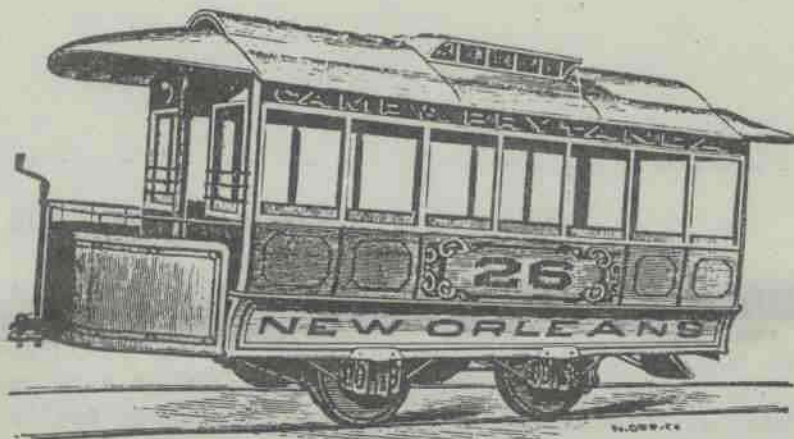
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. 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, such as stories, pictures (prints only, color or black & white, any size), diagrams, ADDRESS CHANGES, etc:

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