



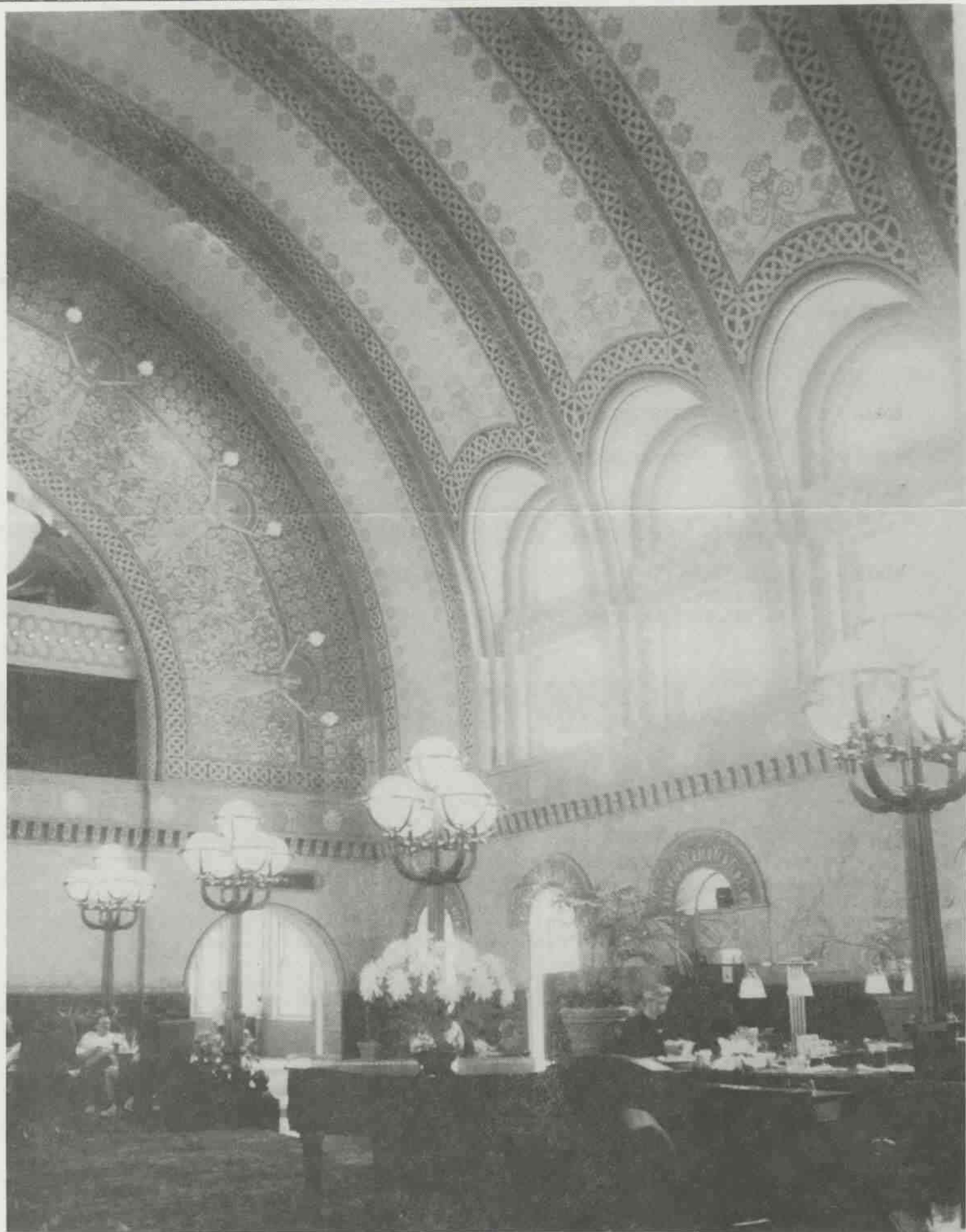
ARKANSAS RAILROADER



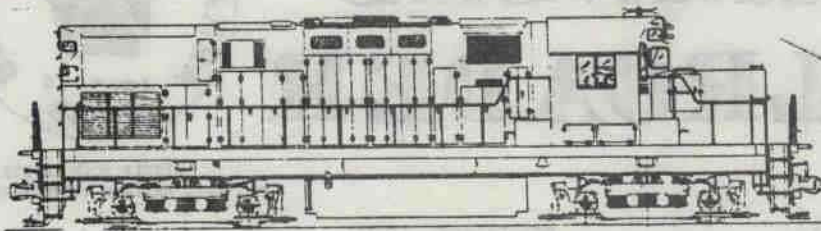
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 21 NUMBER 12

DECEMBER 1990



Interior of the newly-refurbished main waiting room of St. Louis Union Station, taken during the June, 1990 NRHS convention. (Ken Ziegenbein photo)



ALCO C420

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1990 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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Board - Clifton E. Hull
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Board - William Church
5619 Bel Caro Place
N Little Rock AR 72118

Board - Randy Tardy
226 Englewood Road
Little Rock AR 72207

Board Tres - Polly Hamilton
20 Dell
Hot Springs AR 71901



There will be no regular meeting of the Arkansas Railroad Club in December. Instead, we will be having our annual CHRISTMAS PARTY on SATURDAY, DECEMBER 15 beginning at 5:30 PM at WYATT'S Cafeteria in North Little Rock off of JFK. It will be in the Harbor Room.

The cost will be \$10 per person. Call Bill Church at 753-4582 and let him know your plans, no later than the week before the event. You can pay at the door that night.

The menu will be Roast Beef or Turkey & Dressing, mashed potatoes with gravy, seasoned green beans, fried okra, tossed salad or cole slaw, an assortment of cream and fruit pies, coffee, tea or water.

We will all meet at Matt Ritchie's house, 111 Tenkiller, in Sherwood after the dinner. His phone number is 834-4449 if you get lost.

There are plans to have music by a group, probably the Rackensack Band. DON'T MISS THIS WELL-ATTENDED FUNCTION!

REMEMBER THE DEADLINES for news or stories in the ARKANSAS RAILROADER is always the 15th of each month for the following month's issue. Thanks.

(CLUB HAPPENINGS continued on Page 5)



THE IRON MOUNTAIN BABY - DID YOU KNOW HIM?

by: Gene Hull

It was a warm afternoon, that 14th of August 1902, near the little town of Irondale, Missouri, which was about 75 miles south of St. Louis, and perhaps five miles north of Bismarck. The St. Louis, Iron Mountain & Southern rails passed through the little village, and about three miles north of Irondale the rails crossed Big River on a trestle.

About a mile north of Irondale, William Helms owned a small farm. He was a veteran of the Civil War, and was 72 years old at the time of this incident. William had seen some lumber in the vicinity of the railroad trestle across Big River, and on this particular afternoon he had hitched a horse to a wagon and was on his way down the dusty road parallel to the track. If the railroad men had wanted those pieces of lumber they would have taken them.

They hadn't, so he would.

About two miles down the road from the farm Iron Mountain passenger train No. 4 passed William northbound at a good clip. It was 15 minutes later when William stopped his wagon beside the stream and got out to load the lumber. The horse was

a bit thirsty and dipped his muzzle into the clear, cool water.

William heard the faint sounds of a baby crying. Bewildered, he looked all around. Going in the direction from which the sound came, he saw an old fashioned telescope suitcase lying on the edge of a sandbar near the stream bank. The farmer waded out to retrieve the suitcase, which was split open, and in it he found the crying baby.

It was a neatly clothed little boy, and in the battered suitcase there were extra baby garments, and a spool of black thread. The only feasible explanation was the suitcase had been thrown from No. 4 as it crossed the trestle, probably with the intent of throwing it into the stream. If the intent was to drown the baby, why include the clothing and thread? If the perpetrator wanted the baby to be found, why toss the suitcase into the stream three miles north of town? There were to be no answers.

The baby was bruised considerably, but did not seem to be seriously injured. William quickly placed the old suitcase and the baby in the wagon and headed for

Irondale. Dr. J. L. Eaton treated the little boy and said its traumatic journey could have begun as far away as Texarkana, some 500 miles away, down in Arkansas.

By that time there was no way to determine who had tossed the suitcase off the train. William Helms took the baby boy home with him. He became a new father at 72 years of age. Not an envious situation. Mrs. Helms and her daughters lovingly cared for the "gift from the river," and a few months later the little fellow was strong and well.



The baby was named William Moses Gould Helms. WILLIAM in honor of Mr. Helms who found him. MOSES in honor of the manner and place in which he was found. GOULD in honor of Jay William Gould, owner of the railroad which had brought him. The Helms legally adopted the baby when he was six years old.

Thus began the mystery of the IRON MOUNTAIN BABY, a mystery unsolved to this day.

When the baby was about two years old, the home burned on the Helms farm, and the family moved a couple of miles north into Hopewell. Here young William attended and graduated from grade school. While he was in the sixth grade, his foster father passed away, and William supported the family by working as a farm hand and at a sawmill. After graduation the family moved to Salem, about 45 miles southwest of Irondale. Here William graduated from high school. At that time his foster mother moved back to Hopewell, where she lived until her death 14 April 1925. Young William was on his own.

He attended a business school and Southwest State Teachers College at Springfield, Missouri. During this time he learned the printers trade, and followed it most of his life. On 5 August

1933, William was married to a young girl named Sally at St. Louis, and soon moved to Houston. In 1942 a son, William, Jr., was born.

On Saturday, 31 January 1953, William Helms died from a heart attack. His body was brought to the Sparks Funeral Home at Potosi, Missouri. Funeral services were held at 2:00 p.m., February 5, by Rev. A. C. Fullbright, and interment was at Hopewell Cemetery.

William Helms tried in vain to establish his true identity. He was a man of excellent character. His left hand was a bit stiff and he had a slight limp in his left leg, legacies of his "flight" in the suitcase.

This story was widely published, but the mystery remains. Do you know the "Iron Mountain Baby?"

- END -



NEW OFFICERS FOR 1991 - The nominating committee has nominated the following to be club officers for 1991: PRESIDENT: Barton Jennings; VICE-PRESIDENT: John Hodkin, Jr.; TREASURER: Dick Byrd; SECRETARY: Polly Hamilton. Outgoing president Matt Ritchie will be an honorary board member for one year, as will all ex-presidents from now on.

NEW YEARS DAY RAILROAD BASH - At the club meeting on November 11, it was voted to have a special New Years Day get-together at the usual meeting place, the Twin City Bank building in North Little Rock. This "meeting" will consist of showing your slides, videos, photos, collectibles. Everyone is urged to bring their show-and-tell items. It will be a nice alternative to all the bowl games that day.

Also...BRING FOOD, chips, dips, etc, as this will be an almost-all-day affair.

TIME of the get-together will be 8 AM, JANUARY 1, and again the place will be the Twin City Bank in North Little Rock. Who says we don't have unique ideas?

SHOW AND SALE MEETING - Another Show and Sale meeting to plan our next club Show and Sale will be held at Matt Ritchie's house, 111 Tenkiller in Sherwood on Sunday, DECEMBER 16 at 2 PM. VOLUNTEERS ARE NEEDED to help with the planning, printing, advertising, etc. for this annual event.

ORGANIZED RAILFAN CHASES SET - Like some other clubs around the country, the Arkansas Railroad Club now plans to start some organized railfan chasing, beginning in February. This will entail meeting at a starting point and car-pooling a railfan chase with experts leading the way. The first one will chase and photograph the Little Rock & Western in February, exact date not yet determined. If you've always wanted to take pictures of trains but were not sure where the best sites were, now is your chance to get expert advice. These chases will, of course, be in addition to our regular club meetings.

NICE TELEPHONE CALL - In what could be described as turning the tables, PAT LYNCH, a member of the Arkansas Railroad Club, called your editor at 430 PM October 26 saying how much he enjoyed getting the RAILROADER each month. He said he looked forward to it each month, and that it made his day when he got it. As you know if you live in Little Rock, Mr. Lynch is a very popular talk show host on KARN-AM 92 -- his show runs from 9-noon weekdays -- and usually receives many calls each day about an assortment of controversial and just plain "normal" subjects. However, this day he turned the tables and called me (not for his show, but just for conversation). I appreciate the compliment. Pat is a railfan and pushes Amtrak whenever he can. (One show in early November with an anti-hunter guest really got the calls coming in. With 300,000 plus hunters out the weekend after the call-in show, its no wonder he got lots of pro-hunter calls).

1991 DUES ARE DUE. Dues for 1991 are due by January 1. Please send your dues to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. Dues are \$10 a year for Arkansas residents and \$7.50 a year for out of state. To join or renew membership in the National Railway Historical Society, send in \$12 extra. (Note...the Post Office now wants ATTN: lines to be first)

NEWS WANTED FOR YOUR TOWN - If you see any newspaper story or know of any railroad news taking place in your town...please send in the newspaper clipping or summarize the story and send it in to your editor for inclusion in the RAILROADER. Any story is welcome, such as cabooses donations, depot restorations, excursions, wrecks, etc. Share your knowledge with the rest of the club. Thanks. Send news items to ATTN:Editor, ARKANSAS RAILROADER, P.O. Box 9151, North Little Rock

AR 72119.

SHURFINE LABELS earn money for the club. Collect these labels and turn them in to the club at our Sunday meetings. They earn 2 cents each for the club. Also...the VALU-CHECK and HYDE PARK labels are now worth 2 cents, also, so bring these in too. Thanks.

COMMENTS ON PA PHOTO - Lawrence Gibbs, who works for a newspaper in Oklahoma, wrote to say how much he marveled over the quality of the halftone and photo of the PA-1 on the back of the November RAILROADER. I appreciate the compliment. This particular color slide by Peter Smykla was made into a halftone negative then a black & white halftone print. Normally I only have PMT's made directly from prints, which is much cheaper and easier to do and have generally the same quality. That's why I prefer only prints for publication.

THANKS TO CARL LANCASTER of Memphis, a former board clerk on the Rock Island, for sending me some copies of "THE ROCKET" during the summers of 1967-70. This was a Rock Island publication. I'll use some of the information in later RAILROADERS.

ARKANSAS RAIL NEWS

OUACHITA RAILROAD OPERATING - (El Dorado) - Club member and former Rock Island employee Bill Robbins now officially owns the Ouachita Railroad, former Rock Island trackage between El Dorado, Arkansas and Lillie, Louisiana. He bought it from the East Camden and Highland shortline, officially taking possession at midnight, November 9. The calling marks will be OUCH. The first run was Monday, November 12, leaving El Dorado at 7:30 AM.

General Manager of the new road will be soon-to-be club president Barton Jennings.

Mr. Robbins explained the many trials and tribulations he had to go through in order to get the financing, involving an airline trip to Houston, Texas. He said he had a "hard head and a dream." He finally owns a piece of the Rock, his former employer. He also owns the Dardanelle & Russellville RR in Russellville.

The OUCH owns a former BN EMD engine, serial number 868, built in 1939. (Story from personal account by Bill Robbins)

DELTA CULTURAL CENTER OPEN - (Helena) - According to club member Fay Royce, the Delta Cultural Center in Helena is a beautiful building and well worth seeing. The Center is located in the old Missouri Pacific depot, which has been refurbished. The "Delta Eagle" used to stop here.

DONATIONS NEEDED FOR TRANSPLANT - (North Little Rock) - Peter "Pete" Ellis, a conductor with the Union Pacific Railroad (not a member of the Arkansas Railroad Club) needs to raise \$150,000 for a bone marrow transplant. The Missouri Pacific Employees Health Association will pay \$100,000 of the \$250,000 cost. Donations may be made at the Peter Ellis Medical Fund at the Twin City Bank, 1 Riverfront Place, North Little Rock AR 72114. (ARKANSAS GAZETTE, October 27 by John Woodruff - note...I'll put any of these type of requests in the RAILROADER if they relate to any railroad employee and/or Arkansas Railroad Club member or friend of a member and IF I have knowledge of anyone in this type of need.)

819 HAULS 800 - (Pine Bluff) - As many as 800 sampled the recent October 19-21 819 trip to the Rose festival in Tyler, Texas. Bob McClanahan, in charge of the trip, said "I think we will be able to look forward to this as an annual event." It was cool on this trip, with rain all the way back on Sunday, October 21 (like I predicted for a few days prior to the event, by the way -- weather forecasts don't always turn out this good, as we all know, so I thought I would

rub it in a little) (PINE BLUFF COMMERCIAL, October 23 by Anita Jefferson)

SPECIAL MARKER TO HONOR ONE WHO HELPED RAILROADERS - (Louann, Arkansas) - When the Camden-Alexandria Railway was under construction in 1890, 17-year-old Louann Wells carried water to the workmen who stayed at her parents' farmhouse a mile away (this line now belongs to Union Pacific). When the railroad workers built the depot, they named it after her, said Jeannie Wells Clements, Louann's great-niece. When the town was built around the crossroads, people didn't change the name.

The Ouachita County Historical Society held a dedication of a new historical marker at the Louann Assembly of God Church on Sunday, October 28 to honor this lady.

"My only remembrance of Louann is she didn't wrinkle," Clements said. "She put buttermilk on her face and wore hats. When she was in her late 80s, she had the prettiest complexion." When oil was discovered in Louann, the Wells' became rich early in this century. Thousands of people flooded into Louann and it became a rough, dangerous oil town, Clements said. That is why the family left for Camden in 1922. "When people had money, they moved away from oil towns like Louann and Smackover. That's why Camden grew at that time, too," she said. When the boom died, so did Louann. A little more than 200 people live in Louann today. The only remaining building from the past era will be torn down soon. (ARKANSAS GAZETTE, October 20, 1990 by Nancy Pfister)

The number of possible thoughts and feelings one person is capable of is 2 to the 10 trillionths power, or more than all the grains of sand in all planets in the universe. (Talk about making a decision!)

SHORT COTTON BELT STRIKE - (Pine Bluff) - More than 75 union members struck the Cotton Belt for a day on October 23 in what officials said was a dispute over housing costs when transferred. Southern Pacific continued negotiations and the strike ended the next day.

TRACKING DOWN HISTORIC ARKANSAS DEPOTS - A comprehensive survey of Arkansas railroad depots is under way by the Arkansas Historic Preservation Program, an agency of the Department of Arkansas Heritage. Its purpose is to locate depots statewide. Historians will then photograph and record characteristics of each station with some being nominated for the National Register of Historic Places. To be eligible to be listed in this Register, the depot must be at least 50 years old and 51 percent of its external structure has to be unaltered. They say currently Arkansas has 21 Arkansas depots listed on the Historic Register. (Bart Jennings has documented 90 depots still in the state, not all of which are at their regular locations - the group above says they have found only 40, but they may be only counting those left next to tracks. Bart's list of Arkansas depots follows). Sites of demolished depots are also being studied for possible archeological value.

Anyone with information on an historic depot can write the Arkansas Historic Preservation Program, Suite 200 - Heritage Center, 225 E Markham, Little Rock AR 72201 or call 371-2763.

ARKANSAS TRAIN DEPOTS

by: Barton Jennings

MISSOURI PACIFIC
Altus - liquor store

ARKANSAS RAILROADER

December 1990

Arkansas City - in middle of field
Atkins - city hall
Arkadelphia - Amtrak station
Bald Knob - railroad used, city effort to save is underway
Batesville - used by building supply company
Beebe - railroad used
Benton - railroad used
Camden - railroad used
Charleston - cut in 2 and moved south of town
Clarksville - Chamber of Commerce
Cotter - railroad used
Crossett - used by AD&N at shops
Earle - city used, museum
El Dorado - Union station, used as restaurant; depot/freighthouse railroad used
Grady - public library
Gurdon - railroad used
Hartman - close to track with roof missing
Helena - city is rebuilding as a cultural center
Hope - railroad used
Hot Springs - restaurant
Lake Village - scrap dealer
Little Rock - Union Station, Amtrak, restaurants, maybe a future
Malvern - Amtrak, railroad used
Marianna - boarded up, future unknown
McGehee - railroad used
Mellwood - used on farm for storage
Morrilton - museum
Nashville - railroad used
Newport - railroad used, Amtrak
Ozark - stripped down, future unknown
Pine Bluff - Union Station, city owned, police station
Prescott - city used, Chamber of Commerce
Redfield - used as part of church
Russellville - railroad used
Texarkana - Union Station, Amtrak
Walnut Ridge - railroad used, Amtrak
Wynne - future unknown, railroad used

KANSAS CITY SOUTHERN

Decatur - recently fixed up
Mena - museum and visitors center
Siloam Springs - railroad used, soon to be moved for visitors center
Wilton - used as house in town

AD&N

Monticello - Chamber of Commerce

WARREN & OUACHITA VALLEY

Warren - used by Warren & Saline River

FRISCO

Bentonville - Chamber of Commerce
Ashdown - railroad used
Fayetteville - in redeveloping area
Fort Smith - restaurant
Mammoth Springs - museum
Van Buren - Chamber of Commerce

CHICAGO, ROCK ISLAND & PACIFIC

Belleville - off of railroad right-of-way
Birta - in middle of field, future unknown
Booneville - rock structure, future unknown
Brinkley - joint with SSW, not used

ARKANSAS RAILROADER

December 1990

Carlisle - insurance firm
Danville - part of coop
Fordyce - used as offices for Fordyce & Princeton RR
Hazen - museum
Little Rock - restaurant
Lonoke - restored
North Little Rock (Argenta) - city owned, future unknown
Ola - next to tracks
Perry - used as part of Little Rock & Western shops
Whitmore - liquor store, is it still there?

DONIPHAN, KENSETT & SEARCY

Searcy - railroad used

ST LOUIS SOUTHWESTERN

Fordyce - city used
Kingsland - moved to highway
Rison - near tracks
Scott - in field
Weiner - part of larger building

MISSOURI & NORTH ARKANSAS

Beaver - part of general store
Bellefonte - rock covered, used as a house
Berryville - former Grandview depot, future unknown
Eureka Springs - used by ES&NA
Green Forest - used by farmer at original location
Leslie - used by lumber yard, obscured by newer building now
Marshall - craft store
Pangburn - used as a house
Rondo - used as a house
St. Joe - painted red but unused

GRASONIA, NASHVILLE AND ASHDOWN

Ashdown - future unknown
Mineral Springs - use unknown, believed to be small library
Murfreestboro - greatly altered, used as part of another building

LOUISIANA & NORTH WEST

Magnolia - railroad used

READER

Reader - railroad used
Waterloo - ex-MP Gum Springs depot, is it still there?

DeQUEEN & EASTERN

DeQueen - railroad used
Dierks - railroad used

GOULD SOUTHWESTERN

Star City - used as a senior citizens center

DEPOTS THAT HAVE BEEN TORN DOWN IN LAST FEW YEARS

Blue Mountain - CRI&P
Cotton Plant - M&NA
Corning - MP
Jerome - MP
Lexa - MP
Stuttgart - SSW
Bauxite - CRI&P (burned)
DeQueen - KCS
Forrest City - CRI&P

GENERAL RAIL NEWS

ATTRACTIVE BROCHURE - The Kiamichi Railroad has put out an attractive brochure stating its many links to every major market in the U.S. The railroad connects with the L&A, UP, BN, KCS, GNA, TO&E and CHRC. It operates on 300 miles of track in southeast Oklahoma, southwest Arkansas and northeast Texas. The Kiamichi's main office is located in Hugo, Oklahoma with other offices in Texas, Oklahoma and one in Ashdown, Arkansas. Its main address is P.O. Box.86, Hugo OK 74743.

AUSTIN & NORTHWESTERN RAILROAD NEWS - (Austin, Texas) - The Austin & Northwestern Railroad, which runs between Llano, Austin and Giddings, Texas, has one of the few women general managers of railroads in the country. Polly Chenault has always loved trains. The A&NW runs over former Southern Pacific tracks.

Mrs. Chenault started working for a railroad 22 years ago and that once she started, it got into her system for good (sound familiar?). She worked for the SP all those years. The A&NW moves about 10,000 carloads of freight a year. (Austin AMERICAN-STATESMAN, October 30, 1990 by Sarah Barnes sent in by member James Fair of Austin)

(Editors note...the line eastward from Giddings through Burton, Brenham and Hempstead was taken up about 10 years ago. This line used to go very close to my grandparent's house in Brenham and I used to hear a lonely whistle in the middle of the night outside the bedroom window when I was staying with them. I even remember a steam whistle or two on this line back in the early 1950s. This line probably influenced my liking of trains more than any other line, except the KATY through New Ulm. The Santa Fe crossed this old line in Brenham and I remember watching both Southern Pacific and Santa Fe passenger trains meeting at the crossing. The "Texas Chief" on the SF was always fun to watch).

KANSAS CITY SOUTHERN RUMORS - With the unexpected departure of William N. Deramus IV as President of KCS on October 4th, rumors are flying that the holding company of the KCS is about the sell off the railroad and that either Deramus didn't want to be part of it or that he is forming a company to try and buy it. At any rate, it might be wise to take as many pictures of the KCS now as you can. It is one of the few regional lines still operating under its own name.

ROCK ISLAND 4-6-2 #938 HAS NEW OWNERS - (Fort Worth, Texas) - Rock Island steam engine #938 now resides and is owned by the Texas Railroad Museum. It was moved in late September from its Enid, Oklahoma home since 1955 (the Enid State School) to Fort Worth in three pieces. The boiler was separated from the engine during the move. The Trinity Valley Railroad Museum of Fort Worth now owns the engine and is leasing it to the Ft. Worth & Western RR for their help.

Future plans are to restore the engine to operating condition and operate it around the Ft. Worth area. A group in Tulsa had acquired the engine in 1985 (the Sunbelt Railroad Historical Trust) and some parts of the engine still reside with members of this group. The Texas Railroad Museum, PO Box 6743, Fort Worth TX 76115 is asking for help with identifying some of this engine's parts, as well as any photos, operating problems, builder number, boiler pressure data, date of last class 5, or other historical data on the engine. Anyone, especially in Tulsa, that knows where some of the missing parts are (like bell), please contact this group in Fort Worth. (Thanks to the Rock Island Technical Society for this information via J. Matrow)

DEPOT NEWS AROUND THE COUNTRY - There were several new stories this month about old railroad depots and their restoration. Here are some of them:

1) **WELLS, TEXAS** - The depot was moved in late September two miles north of Wells to the city park, its original home about 90 years ago. The Wells Chamber of Commerce received a \$22,000 grant last May

from the Summers A. Norman Foundation to relocate and restore the depot that once served the Kansas and Gulf Short Line and Southern Pacific back in the early 1900s. The railroad ran through the town in 1885 and the depot is believed to have been built about 15 years later. The chamber president said, "We have to look to the future, but we have to remember our past, too -- where we came from." Clint Sessions bought the depot and moved it to his property in the 1960s to use as a clubhouse. (LUFKIN NEWS, September 30 via Jim Johnson)

2) MARSHALL, TEXAS - Marshall's large passenger depot, built in 1910, sits in the middle of Union Pacific's tracks in Marshall. It is used by Amtrak (no agent) and has been the subject of negotiations between UP and groups in Marshall. They want to provide a safe and comfortable place for the 500 Amtrak riders that board trains here each month. A survey of Amtrak passengers boarding found that most went north to St. Louis, Chicago and New York.

3) PITTSBURG, TEXAS - Pittsburg was able to reach an accord with Southern Pacific for their Cotton Belt Depot, which was built in 1895 and used until 1950 for passengers and until 1970 for freight. Members of the Pittsburg Lion's Club covered holes in the roof with plastic last year. (LONGVIEW (TX) NEWS, September 24 via Jim Johnson)

4) SIBLEY, ILLINOIS - The 110-year old Norfolk & Western depot at Sibley has been empty since 1971. It has been converted to a small shopping center. Krista McCallister of Sibley has remodeled the old building and operates it. The depot was built in 1880 when the old Wabash, St. Louis & Pacific Railroad went through, linking St. Louis and Chicago. (Bloomington, Illinois THE PANTAGRAPH, October 9, 1990 via Jim Johnson)

5) COUNCIL BLUFFS, IOWA - The Rock Island depot at Council Bluffs is being restored and turned into railroad historical center by the Pottawattamie County Historical Society. It was built in 1898 and abandoned in 1965. A VELOCIPEDE - a three-wheeled hand car used by a signal-lamp lighter - rests near a signal box that once controlled the switches between Council Bluffs and Atlantic. Once, 125 trains left daily (!!?? - never knew the Rock had that many trains a day). Three stainless steel railroad mail cars and a caboose sit outside the depot, one mail car having been restored. These were donated by the Union Pacific. (DES MOINES REGISTER, September 23 via Jim Johnson)

6) MCFARLAND, KANSAS - The former Cotton Belt (ne. Rock Island) depot in McFarland, Kansas was moved away from the tracks during the past two years, given to the city by the Cotton Belt. It had been repainted in the early 1980s when the Cotton Belt got control of the former Rock Island track between Topeka and Tucumcari. It is being restored by a local committee. (Apparently, nobody remembers that the Cotton Belt gave this depot to the city and are taking credit for saving it themselves). (Alma SIGNAL-ENTERPRISE, October 4 via Jim Johnson)

7) MAGNOLIA, ARKANSAS - The Magnolia depot is potentially eligible for the National Register of Historic Places, according to the Arkansas Historic Preservation Program. It is still being used by the Louisiana and North West Railroad. (Thanks to member Joseph L. Johnson of Magnolia, who works for the railroad)

8) PINE BLUFF, ARKANSAS - Union Station in Pine Bluff will soon house the detectives and uniform division of the Pine Bluff Police department. Pine Bluff's mayor has had problems in the past finding long-term tenants for Union Station. Three restaurants have opened and closed at the location since 1983. (PINE BLUFF COMMERCIAL, September 28 by Carole Cannon)

'PUTT-PUTT' RAIL TRIP POSTPONED - (Hiawatha, Kansas) - A planned 124-mile round trip using old railroad track inspection cars was postponed from October 27 to early next spring because the Northeast Kansas-Missouri Railroad was too busy hauling grain. The trip was to

have run from Hiawatha to Home City. The Motor Car Collectors of America have about 600 members who collect the old track inspection cars that railroads used years ago. Some of the motor cars date back to the 1930s and 40s. (KANSAS CITY KANSAS, October 28 by Doug Weller, sent in by Jim Johnson)

CENTRAL STATION STUDY CONTINUES - (Memphis) - On November 4, Memphis officials moved closer to speeding up trolley construction and revamping the old Central Station, now served by Amtrak. A report is due by the end of November regarding the feasibility of using the old station as a transportation hub. Among other plans being considered for the depot are construction of a hotel atop a civic center. Talks have already begun to move Greyhound and city cab operations into Central Station. (Memphis COMMERCIAL APPEAL, November 3, 1990 by Marc Perrusquia sent in by member David M. Johnston)

THE TRUCKERS ATTACK - The American Truckers Association, angry at the railroad industry for fighting its proposal to allow monster trucks on the nation's highways, is spearheading a series of state and federal proposals to increase railroad costs -- without any benefit to the public. Lana Batts, ATA's senior VP, bluntly told TRAFFIC WORLD MAGAZINE: "I'm going to try to cost them as much money as I can."

Here's what the ATA is pushing:

- Taxing railroads to recover what it calls "extra highway costs" coming from railroad abandonments.
- Requiring railroads to pay for all grade crossing safety improvements.

- Encouraging states to increase railroad property taxes.

- Endorsing retention of the Federal Employer's Liability Act.

The railroads say countless studies prove the trucking industry is heavily subsidized. Railroads also own their own rights-of-way and pay the entire cost of construction, improvement and maintenance. (SP UPDATE, November 7, 1990)

While in Fort Smith in late October, I saw a billboard requesting people to call and write to legislators urging them not to allow these monster trucks on our roads.

According to Union Pacific's INFO MAGAZINE in September, studies show that one 5-axle truck loaded with 80,000 pounds inflicts as much pavement damage as 9,600 automobiles. Yet 92 percent of the revenues generated by a fuel tax increase comes from auto and pickup truck owners, and only 8 percent from heavy trucks.

Trains (monster trucks) should run only on tracks...not highways.

Ken Ziegenbein

ANOTHER STEAM RESTORATION - (Oakland, California) - Southern Pacific steam engine #2467, built in 1923, and a once-luxurious passenger car are being rescued by the Pacific Locomotive Association. The engine sat for years in Harrison Park in Oakland and was vandalized. The luxury car once hauled Presidents Herbert Hoover, William Taft and Warren Harding but recently was home only to the homeless. The engine was donated by SP to Oakland in 1960. It was recently moved to a safer location, the Oakland Army Terminal, where it will be restored to operating condition. Although the park was safeguarded for years by a watchman who lived free in the heritage car, he left in 1982, leaving the car and engine open to vandals. For safety, SP employees removed the engine's brass bell and brasswork from the observation car years ago. They will be returned when restoration is complete. (OAKLAND TRIBUNE, November 5 by Roger Rapoport via Jim Johnson)

AND ANOTHER - (Topeka, Kansas) - Profits from Topeka Railroad Days

celebrations will help the group running that event buy and restore to operating condition a Santa Fe steam engine sitting in a park in Topeka. The engine was donated to the city by Santa Fe in 1956. Number 3463 was one of six Hudson-class locomotives built by Baldwin in 1937 for the Santa Fe for use between Chicago and La Junta, Colorado. Later the engines were used on branch line service and retired in the early 50s, when they were sent to the Argentine area of Kansas City for scrap or to be given away. Anyone wanting to help with this restoration call (in Kansas) 232-5533. (TOPEKA CAPITAL-JOURNAL, October 16 by Mike Hall via Jim Johnson)

REPORT ON RETIREMENT SYSTEM - The Commission on Railroad Retirement Reform, in its final report to President Bush, said, "The Railroad Retirement account should not experience cash-flow difficulties during the next 20 to 25 years under reasonable economic and demographic assumptions." The commission said it is quite probable railroad retirement is financially sound over the next 75 years.

The commission made several recommendations to improve the system, including: New hires should be placed under social security and private pension plans instead of railroad retirement; recommended changing how railroad contributions to the fund are calculated.

Don't get too big for your britches; you're sure to be exposed in the end.
from the KIAMICHI KORNER newsletter, November 1990

DART AGREES TO BUY SSW LINE - (Dallas) - The Dallas Area Rapid Transit District has voted to buy about 54 miles of Cotton Belt tracks between Plano and Irving for \$21.5 million. DART doesn't plan to use the line for transit until after 2010. In the meantime, SSW will continue to serve customers along the route.

Also...SP and the Los Angeles County Transportation Commission October 12 announced a deal for the purchase of 175 miles of SP's rights-of-way in Southern California for \$450 million. Some of the property will be used to build a commuter rail system. (SP UPDATE)

SPECIAL OKLAHOMA TRAINS - (Oklahoma City) - On November 29-30, BN will provide engines to power two special "Homecoming Express" trains through Oklahoma. These two trains will meet at the old Rock Island-Frisco depot in Oklahoma City on the 30th as part of the state's statehood centennial. The eastbound train will leave Altus November 30 at 9 AM and run to Oklahoma City that same day through Snyder, Cache, Lawton, Fletcher, Cyril, Chichasha, Mustang and Oklahoma City. Equipment for this train will be furnished with 13 cars from the Santa Fe, Kiamichi Railroad, the Watonga Chief and Roanoke Chapter NRHS.

The westbound train will leave Miami, in northeast Oklahoma, on November 29 at 9 AM and run to Alton, Vinita, Chelsea, Claremore, Catoosa and Tulsa. It will leave Tulsa on November 30 at 9 AM and run to Sapulpa, Bristow, Stroud, Chandler, Luther, Jones and Oklahoma City. The train will be furnished with 12 cars from the Cotton Belt Rail Historical Society (the ones that run behind the 4-8-4 819).

Tickets can be purchased for any segment of this trip. No information was given on how to obtain them, although the trips are nearly a sellout already anyway. (RAILS, November 9)

TOWER 55 BEING MODERNIZED - (Fort Worth, Texas) - Either this fall or next spring, Tower 55, one of the busiest control towers in the country working five railroads, will be modernized with computers taking the place of the old levers. Now all the workers have to do is push a button instead of pull a lever. It's just one more railroad tradition on its way out. (FORT WORTH STAR-TELEGRAM, by Dave Ferman)

sent in by member Jerry Nunn of Arlington, Texas)

PASSENGER RAIL LINE BEING PLANNED - (Dallas) - Planning for passenger train service between Dallas and Fort Worth is continuing, with part of the line between Dallas' Union Station and Irving slated to begin operating at the end of 1991. The Railtran line was formerly the Rock Island. Also, the Dallas Area Rapid Transit has bought the Cotton Belt line north to Plano. And in Fort Worth, the Tarantula excursion train of the Fort Worth & Western is getting closer to starting after some zoning laws were met. (Thanks to Jerry Nunn of Arlington, Texas)

SP/SSW ENGINES - As of August 1990, Southern Pacific and the Cotton Belt had 1,763 road units averaging 10 years/10 months old; they had a total of 360 yard units averaging 17 years/11 months old.

OLD KATY CABOOSE SPECIAL - (Windsor, Kansas) - When the city's Katy Park in Windsor received a green and yellow Katy caboose, they were delighted. But when they began to sandblast it, they discovered it was very special. It happened to be a caboose the Katy painted red, white and blue for the Bicentennial celebration in 1976, the paint of which began showing after the green paint was taken off. They immediately painted it to the original bicentennial colors, making it one of the only remnants of that era. (KANSAS CITY STAR, October 28 sent in by Fred Rick of the Kansas City Railroad Museum)

FRISCO 1522 DIDN'T MAKE MINNESOTA TRIP - On the way from St. Louis to St. Paul, Minnesota to pull an excursion train October 7 and 8, the Frisco steam engine 1522 was turned back because of a burned-out pilot truck. The bearings kept overheating, and it was learned that there was too much weight on the left pilot wheel and that the Hennessey lubricator quit working. All was fixed at the BN shops in Galesburg, Illinois but red SOO diesels had to pull the excursions from St. Paul to Winona, Minnesota that weekend. (THE GATEWAY RAILLETTER, November 1990)

RANDOM DRUG TESTING BEGAN on Class III (short-line) railroads November 1 if they employed over 16.

AMTRAK NEWS

TRACK AND TRACK - On October 2-8, your editor took a trip on Amtrak from Little Rock to Minneapolis and return. To add to last month's report on the trip, I wanted to say a few things about the ride. It was smooth between Little Rock to about an hour's ride north of Poplar Bluff, but then the ride got rough as we rounded many curves. You could hear the wheels grinding on the rails many times and you really got jerked around. This was the worst part of the ride. Coming back south of Chicago it was the opposite experience. An hour out of Chicago heading toward St. Louis, we were speeding along when all of a sudden most track noise and vibration had halted. It felt almost like we stopped, but we were speeding at 60-70 MPH. The SP should be congratulated on its track work along this Amtrak segment...the smoothest ride I ever had on Amtrak. (Ken Ziegenbein, editor)

AMTRAK HISTORICAL SOCIETY - Yes, there is an historical society for Amtrak. Its address is PO Box 1019, St Johns AZ 85936. Although founder Chuck Montano died in August after an Amtrak trip to the northeast, his wife Elsie will continue the organization and phoned me in early November asking to be put on the exchange newsletter list. I of course said yes. She also would like input for future Amtrak stories.

AMTRAK CHEAPER THAN DISCOUNTED AIR FARES - (Little Rock) - In early November, Amtrak fares were cheaper than the airline's discounted 7-day advance fares. Amtrak has always been much cheaper than the airline's regular fares, but until recently the airlines could beat

Amtrak's price on the discounted fares. For instance, Amtrak's roundtrip fare from Little Rock to Chicago in early November was \$116 compared with \$150 for air. Roundtrip to St. Louis on Amtrak was \$74, Dallas \$76, Houston \$86 and San Antonio \$96. These were coach fares. (ARKANSAS DEMOCRAT, November 4 by Randy Tardy, club member)

FATAL COLLISION - (Waller, Texas) - In an unusual turn of events, Amtrak's Houston-Dallas section of the "Texas Eagle" hit an 18 wheel truck with a loading boom near Waller, Texas on the morning of October 10, killing the Amtrak engineer and not injuring the truck driver. The train did not derail. It seems the loading boom aboard the flatbed truck swung around and through the engine cab, killing the engineer and injuring the fireman. (HOUSTON CHRONICLE, sent in by Wilma Ziegenbein of New Ulm, Texas)

NEW SCHEDULE FOR TEXAS EAGLE - On October 28, the southbound "Texas Eagle" will leave Little Rock at 7:28 AM daily instead of 6:13 AM. The northbound time of 11:42 PM remained the same.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>AUG 89</u>	<u>AUG 90</u>	<u>% CHANGE</u>
NE CORRIDOR	950,117	961,750	+1.2%
SHORT DISTANCE	471,494	532,926	+13.0%
LONG DISTANCE	538,480	583,921	+8.4%
"Eagle"	15,591	22,644	+45.2%
"Sunset"	10,144	9,480	-6.5%
"City N Orleans"	20,437	19,653	-3.8%
SPECIAL TRAINS	100	180	+80.0%
<u>TOTAL</u>	1,960,191	2,078,777	+6.0%

Amtrak had an average of 213.1 passengers on its trains at any one time in AUG 1990. (The "Eagle"/"Sunset" had an average of 231.0 passengers on board).

Amtrak was on time 68.6 percent of the time in August 1990 (The "Eagle" was on time 19.0 percent of the time).

	<u>F/YR THRU AUG 89</u>	<u>F/YR THRU AUG 90</u>	<u>% CHANGE</u>
NE CORRIDOR	10,228,757	10,324,079	+0.9%
SHORT DISTANCE	4,361,862	4,721,048	+8.2%
LONG DISTANCE	5,058,239	5,388,058	+6.5%
"Eagle"	147,466	188,045	+27.5%
"Sunset"	106,302	100,014	-5.9%
"City N Orleans"	197,347	192,860	-2.3%
SPECIAL TRAINS	63,507	55,321	-12.9%
<u>TOTAL</u>	19,712,365	20,488,506	+3.9%

NEWS UPDATED through November 15, mailed November 21 or 26. Deadline for the January issue is December 15, our Christmas party.



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(St. Louis — Kansas City — Denver —
and through cars to West Coast)



UNION PACIFIC RAILROAD

Road of the Daily Streamliners

(Ken Ziegenbein collection)



Flying "Lone Star" flags and bedecked with banners bearing the "Look, Listen, Live" slogan of the Operation Lifesaver Program, the "Texas Limited" excursion train made an October 9, 1990 trip between Houston and Galveston and return, carrying public officials and news media to promote Texas Railroad Grade Crossing Safety Week. The train was pulled by one of the "Texas Limited's" newly-restored F-7 diesels (formerly of the Louisiana and North West Railroad). (Photo by Jim Johnson of the Cotton Belt)

Merry Christmas

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are always due JANUARY 1 of each year. You may also join the National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents would be \$22.00). Membership entitles you to receive the monthly ARKANSAS RAILROADER for the term of your membership. The RAILROADER is mailed bulk rate, so if you move and don't let us know, your RAILROADER WON'T BE FORWARDED. So, please let us know immediately if you change addresses. Thanks.

RENEWAL

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CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

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PO BOX 9151
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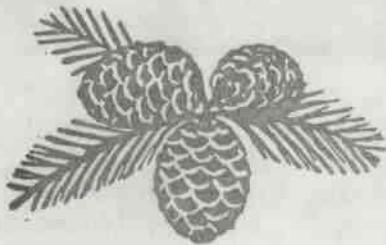
WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that usually meets the second Sunday of the month. However, this month we will have our annual CHRISTMAS PARTY at Wyatt's Cafeteria on JFK in North Little Rock on SATURDAY DECEMBER 15, at 5:30 PM. We are a chapter of the NRHS.

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: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. 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, ATTN:Editor. Please let me know if your address changes, as newsletters cannot be forwarded. ALL Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



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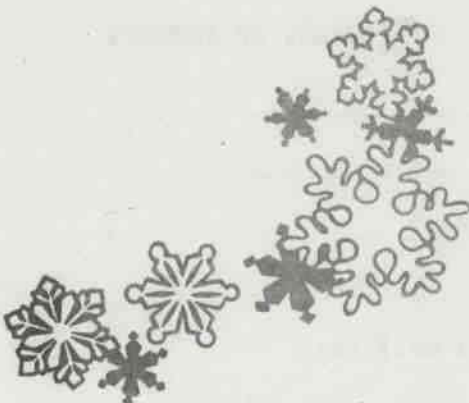


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