



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

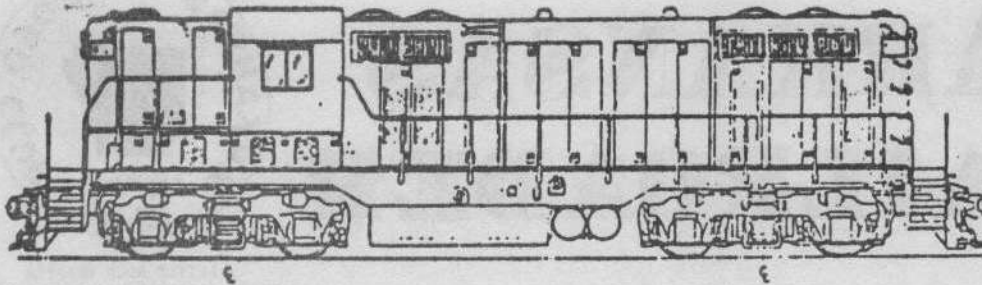
VOLUME 18

NUMBER 2

FEBRUARY 1987



Arkansas & Louisiana Missouri Railway's daily freight heads north through Perryville, Louisiana on its way to Crossett, Arkansas. Date is Monday, August 4, 1986.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

\$ \$ DUES \$ \$

DUES ARE PAST DUE. Arkansas Railroad Club 1987 dues were due January 1 (\$10 per year for Arkansas residents and \$7.50 per year for out-of-state plus \$9 per year extra if you want to join/renew your NRHS dues

through the Club. As in the past years, if your dues are not received by February 23 (the mailing date for the March RAILROADER), you will be dropped from the mailing list. I realize that sometimes you may have paid your dues and may still get a "last RAILROADER" notice - if this is ever the case, just drop me a line (Ken Ziegenbein, 905 Valerie Drive, North Little Rock, AR 72118) and I'll put you back in good standing - putting out this newsletter is a volunteer effort and sometimes things just get mixed up.

To pay your 1987 dues, fill out the coupon elsewhere in the RAILROADER or send your check made out to the ARKANSAS RAILROAD CLUB and mail to Dick Byrd, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207.

While on the subject, PLEASE keep your address to us current. The non-profit mailing will NOT be forwarded if you move and the "Address Correction Requested" doesn't always work and will delay your receiving the RAILROADER even if it does work. Remember to let your editor know of the address change. Send ALL address changes to 905 Valerie Drive, North Little Rock, AR 72118. Thanks a lot.

COUCH'S CELEBRATE THEIR 60TH ANNIVERSARY - Wayne and Lola Couch celebrated their 60th wedding anniversary on December 27, 1986 in North Little Rock. The couple was married on December 27, 1926. Wayne is retired from the Missouri Pacific Railroad, where he worked for 50 years and is a member of the Arkansas Railroad Club. The happy couple has one daughter, three grandchildren and one great-grandchild.

CORRECT CAPTION - According to Mike Adams, the train wreck shown on page 6 of the January 1987 RAILROADER was Train 219 from Memphis to Hot Springs (not a "Texas Eagle", which were 14-car trains with ALL streamlined, light-weight equipment and came through Jacksonville in the middle of the night.) All the cars on Train 219 in the photo were heavy-weight, albeit somewhat rebuilt and all painted in what was known as EAGLE colors. The train had only FIVE cars, was handled by engines 8032A and 8011A (Alco PA's) and was running in excess of 75 MPH and the speed had not been materially reduced when the collision occurred. Entire train was derailed but there were few severe injuries.

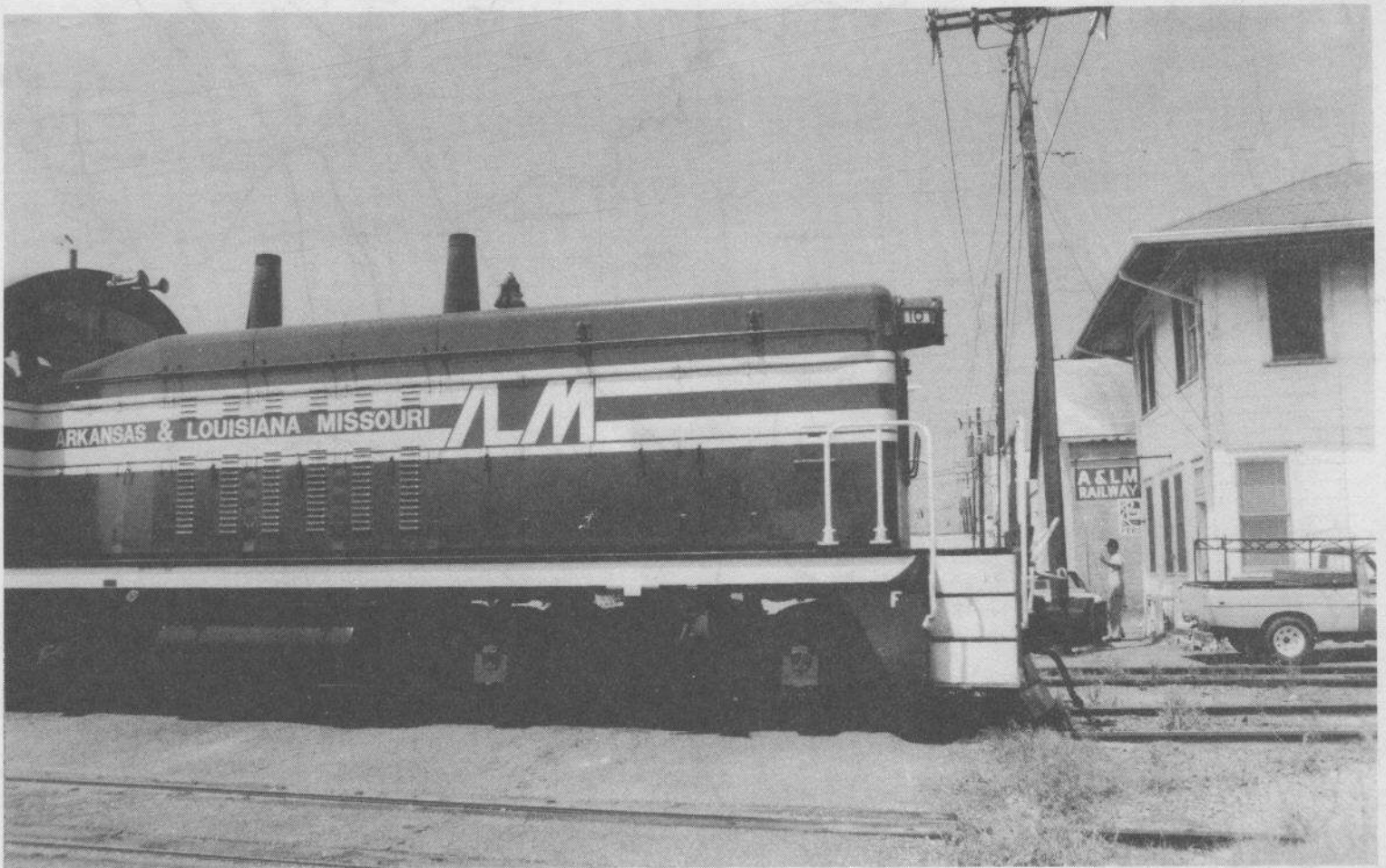
Damage to the engines was \$10,000, cars \$5850, track \$4184, signals \$313, wrecker expense \$625. This does not include any claims from any injured passengers. Accident occurred November 23, 1954. Train 219 was due by North Little Rock, 11.53 miles south, at 10:59 AM, so accident occurred about 10:48 AM. (Thanks Mike and also thanks to Dave Briggs, who sent in his information from an Official Guide that the train could not have been a "Texas Eagle" and mentioned that it could have possibly been MOPAC Train #7, a "Southerner".)

ANOTHER CAPTION ADDITION - It is now known that the man on the right in the photo on page 12 in the December 1986 RAILROADER in front of the car-load of VW's was Lester Kent.

☆☆☆ PROGRAM ☆☆☆

The next program of the Arkansas Railroad Club will be on Sunday, February 8 at 2:00 PM in the Twin City Bank building on Main Street in North Little Rock. The program will be given by L. T. Walker on the dangers and humor of railroading through the years. Mr. Walker is retired from working on the Rock Island and always tells good stories of those bygone days of railroading. See everyone there. Refreshments will be served and lots of good conversations will be had by all.

(CLUB HAPPENINGS continued on Page 15)



Arkansas & Louisiana Missouri Railway Company's Number 10 enters Bastrop, Louisiana from the south about 10 AM on August 4, 1986. Here it will do switching before another crew boards about 4 PM to take it further north to Crossett, Arkansas and its' interchange with the Ashley, Drew and Northern.

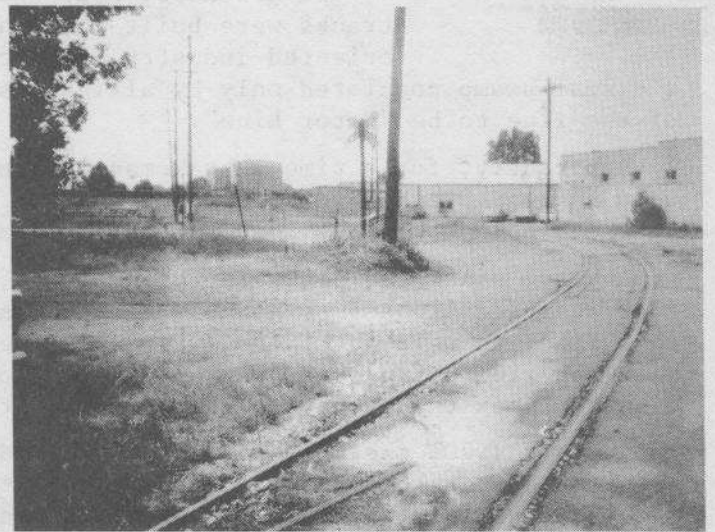
CLASS III RAILROADS OF ARKANSAS

Part 19 - The Arkansas & Louisiana Missouri Railway Company

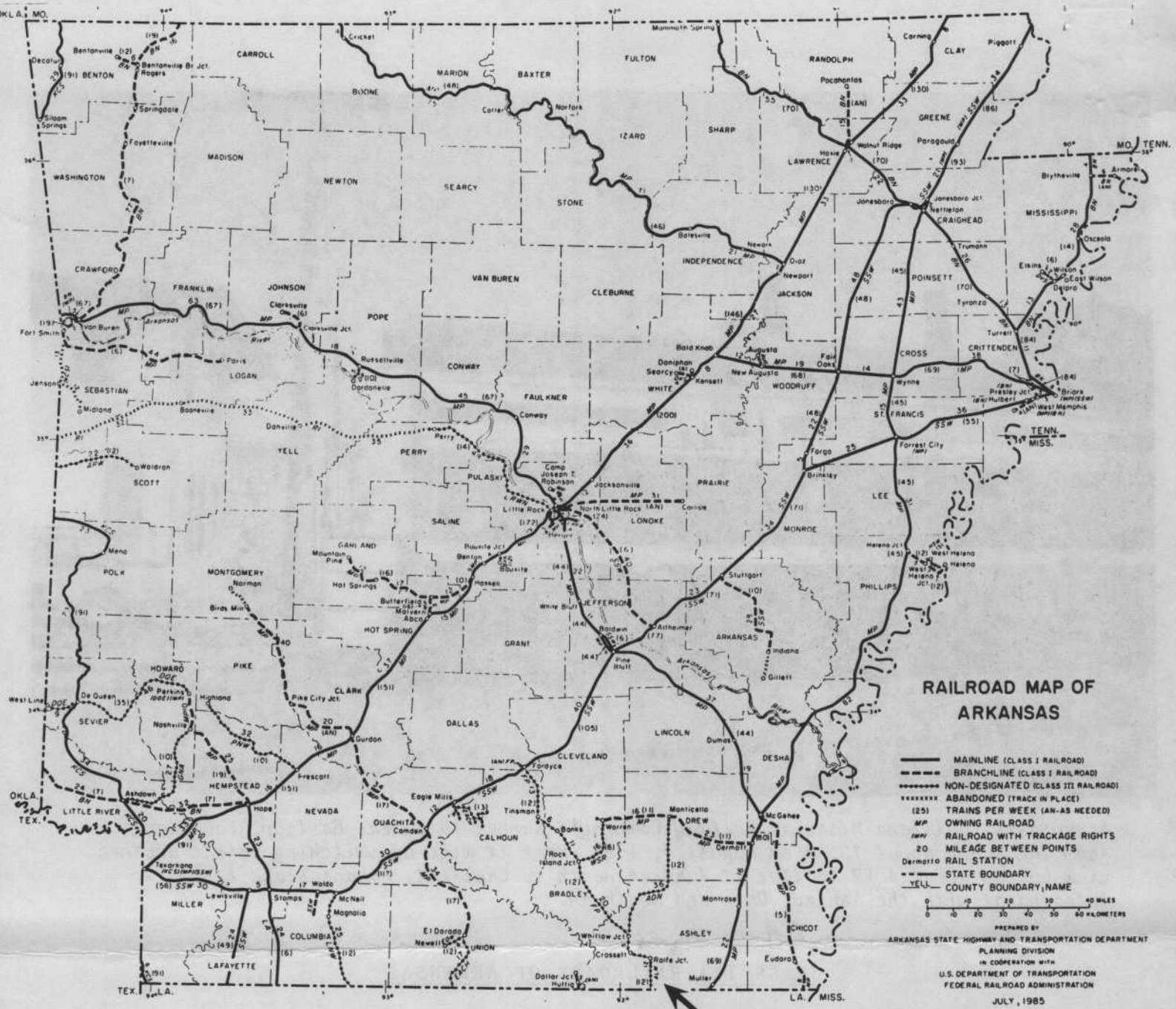
The Arkansas & Louisiana Missouri Railway was chartered in 1906 as the Arkansas, Louisiana and Gulf, slated to run from Pine Bluff to some point on the Gulf coast, presumably New Orleans. However, it never did reach Pine Bluff. Its tracks went from Monroe, Louisiana to Crossett, Arkansas only (as they do today), but it did once have trackage rights over the Ashley, Drew and Northern from Crossett to Monticello before 1913.



The Arkansas & Louisiana Missouri's headquarters are located in Monroe, Louisiana in this building.



Looking east from the Monroe headquarters of the A&LM toward the Illinois Central Gulf Railroad.



RAILROAD MAP OF ARKANSAS

- MAINLINE (CLASS I RAILROAD)
- - - BRANCHLINE (CLASS I RAILROAD)
- NON-DESIGNATED (CLASS III RAILROAD)
- ABANDONED (TRACK IN PLACE)
- (25) TRAINS PER WEEK (AS-AS NEEDED)
- MP OWNING RAILROAD
- MP RAILROAD WITH TRackage RIGHTS
- 20 MILEAGE BETWEEN POINTS
- RAIL STATION
- STATE BOUNDARY
- YELL COUNTY BOUNDARY, NAME

PREPARED BY
 ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT
 PLANNING DIVISION
 IN COOPERATION WITH
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL RAILROAD ADMINISTRATION
 JULY, 1985

- INDEX TO RAILROADS**
- ADN ASHLEY DREW & NORTHERN
 - ALM ARKANSAS & LOUISIANA MISSOURI
 - ARW ARKANSAS WESTERN
 - AUG AUGUSTA
 - BN¹ BURLINGTON NORTHERN
 - BN² BAURITE & NORTHERN
 - DVS DONIHAN, KENNETT & SEARCY
 - DQE DE QUEEN & EASTERN
 - DR DARDANELLE & RUSSELLVILLE
 - DVS DELTA VALLEY & SOUTHERN
 - EACH EAST CAMDEN & HIGHLAND
 - EDW EL DORADO & WESSON
 - FP FORDYCE & PRINCETON
 - GNA GRAYSONIA, NASHVILLE & ASHDOWN
 - HSW HELENA SOUTHWESTERN
 - KCS KANSAS CITY SOUTHERN
 - LA LOUISIANA & ARKANSAS
 - LNW LOUISIANA & NORTH WEST
 - LRAA LITTLE ROCK PORT AUTHORITY
 - LRA LITTLE ROCK & WESTERN
 - MP MISSOURI PACIFIC
 - FNW PRESCOTT & NORTHWESTERN
 - RI CHICAGO, ROCK ISLAND & PACIFIC
 - SSW ST. LOUIS SOUTHWESTERN
 - WSR WARREN & SALINE RIVER

Actual building of the railroad was a very slow process with lack of human incentives the main reason. Its' promoters were quick to reap financial benefits from towns along the proposed route that offered bonuses to get the rail line, but slow to actually lay track.

The Arkansas, Louisiana and Gulf lost money from day one. After all, tracks were built through a rural area that didn't have any rail-oriented industry. In fact, a large portion of the line ran through a dismal swamp populated only by alligators and fish, a fact that caused the nickname of the line to be "Gator Line".

Apparently, for a time a brakeman was posted on the front of the engines as they went through Black Bayou and Bayou Desiard in northeast Louisiana - his purpose being to use a pole to get alligators off the track so they wouldn't derail the engine.

Anyway, since the A&LG was losing money, it filed for bankruptcy in 1913. New owners took over and it became known as the Arkansas Louisiana Midland. World War I came and this line, as well as others, was taken over by the government. Conditions got worse, with the line being over-stocked with employees during the war. This left a financial disaster when the private parties took over again.

In July 1920, the Arkansas Louisiana Midland was auctioned off, presumably as scrap. However, a stark businessman named E. A. Frost, who owned a sawmill in Huttig, Arkansas and was living in St. Louis, bought the line for less than scrap value on the promise that he'd continue to operate it. Sure enough, this man made the road profitable, as it is today, but he had a little luck.

Frost changed the name to the Arkansas & Louisiana Missouri and soon thereafter, natural gas (burping alligators?) was discovered at Spyker, Louisiana. This, plus a new paper mill at Bastrop, Louisiana gave the A&LM money-making business.



In 1952, the road was acquired by Olin Industries, which soon merged with Mathieson Chemical Company. With a spinoff of the wood products division by Olin Mathieson in the early seventies, the A&LM became a wholly owned subsidiary of Olinkraft, Inc. which operated sawmills and plywood plants at Wimfield, Louisiana and Huttig, Arkansas.

Today, the A&LM is owned by the Manville Forest Products Corporation. It had 30 employees as of August 4, 1986 and moves about 200 carloads per week over 53 miles of track (13 being in Arkansas). It owns 4 engines (Nos. 10, 11, 12 and 14) - NW2, SW7, plus two SW9's. Its' President is J. A. Thames.

They operate 6 days a week with the first job going to work at Monroe at about 8:00 AM. There it does the switching, goes to Bastrop, does the switching there and makes up the train for Crossett. This crew then returns to Monroe via auto.

The second crew goes to work at Monroe at 4:00 PM, motors to Bastrop, picks up their train and goes to Crossett, arriving between 6 and 8 PM. After delivering and picking up their southbound train at Crossett, they leave Crossett between 7 and 9 PM, pick-up and set-out cars at Bastrop and continue to Monroe to make delivery to the Missouri Pacific (UP) and ICG there. (Of course, the A&LM interchanges with the AD&N at Crossett).

This is a very colorful and interesting railroad to see, especially the bright red cabooses. As long as lumber and oil are around, so will the Arkansas & Louisiana Missouri.

- END -

(Thanks to former A&LM Vice President H.B. Wilson, current President J. A. Thames and to RAILFAN and RAILROAD MODELER).



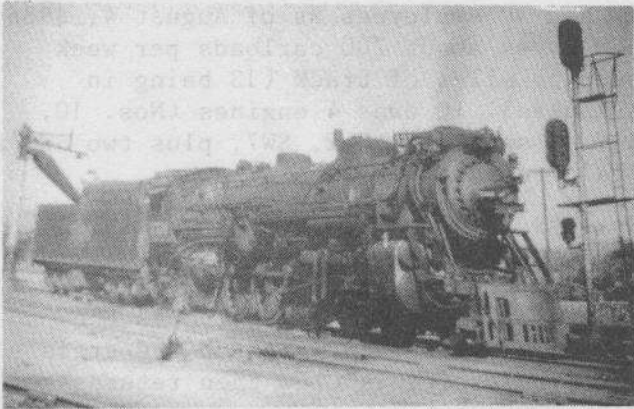
TOP - The A&LM's depot in Bastrop, Louisiana. MIDDLE - Bright red cabooses still end each A&LM train. This one was moving through Bastrop, LA on August 4, 1986. The letters are white. BOTTOM - The A&LM connects with the Ashley, Drew & Northern Railway at this point in Crossett, Arkansas. The A&LM train from the south was expected to arrive here about 6:30 PM this warm summer's day.



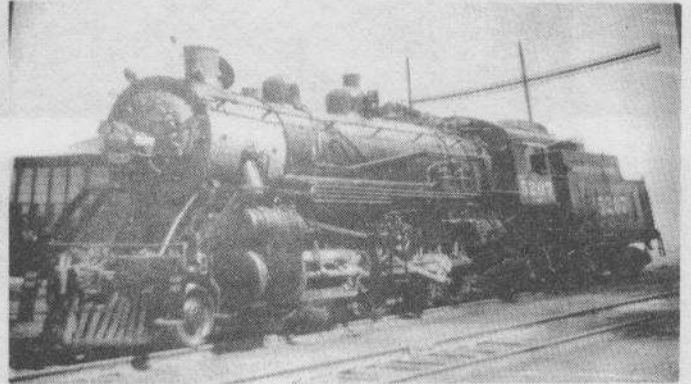
RAILROADING - AN EVER' CHANGING GAME

by: William Church

As long as the steam locomotive was the "State of the Art" for motive power on the High Iron, its master and ruler, the "High Priest", more commonly called the engineer, and his helper, the fireman, from their thrones in the "Holy of Holies" (or the cab to you puritans of the game), ruled supreme. Woe be to those who sought to trod on such Holy Ground unless they too were members of the Royal Priesthood of the enginemans brotherhood.



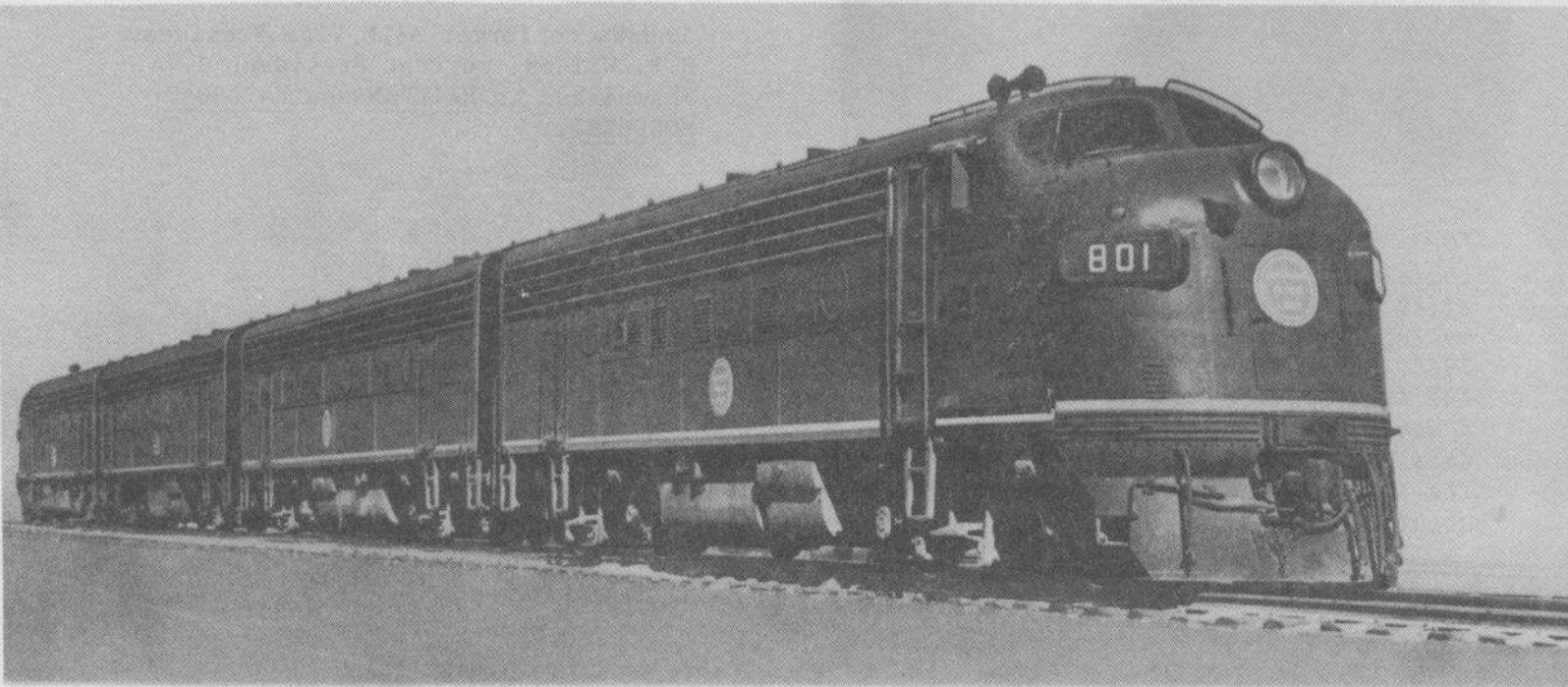
MOPAC 5316, 4-8-2, built by American in 1923 getting a drink of water at Little Rock's Union Station ca. 1936. (MOPAC photo from Mike Adam's collection)



MOPAC 5207, 4-8-2, Little Rock ca. 1940. Originally built as St. Louis, Iron Mountain & Southern 5207 by American in 1913. (MOPAC photo from Mike Adam's collection)

But alas, the poor "Head Shack", exiled from the comforts of the "Holy of Holies" to the "Dog House", that small steel cabin atop the tender, sat out his days, freezing in winter, burning up in summer, eating smoke and cinders, could only dream of the future when he could gain admission to the "Royal Chariot" that was the domain of his Lord and Master, the conductor, who ruled supreme in the "Little Red Caboose" on the end of the train.

But Mr. Rudolph Diesel's "Growlers" gave the "Head Shack" some sort of relief from his exile. This new beast of burden did not have a separate accomodation for the outcast, but a place was created in the "Throne Room" in the "Holy of Holies", once the sacred domain of the engine crew. This change was not welcome by all concerned, as the fugitive from the "Dog House" was installed in the "Holy of Holies" of Mr. Diesel's creation.



F-7 EMD diesel locomotives shown in a A-B-B-A lash-up. Each unit had 1500 H.P. The "A" units weighed 232,720 pounds, the "B" units 231,000 pounds. Length of all four hooked together was 201 feet and 4 inches. (MOPAC photo)

No sooner had the "Head Shack" invaded that sacred territory until conflict arose over the seating arrangement. The fireman laid claim to the left hand throne by virtue of "squatter rights", so the "brakie" installed himself in the middle seat. In full-crew territory such as Arkansas, a "jump seat" was fastened to the wall of the cab right behind the engineer for the use of the "swing brakie" and/or visiting officials when they chose to ride over the road on the engine. Sometimes when those officials would be present in the cab, the cab would be overflowing with men and six men in a cab was too much. So, if the lash-up was of an A-B-A, the brakie would ride in the trailing "A" units, where they would lay claim to the "Holy of Holies" as their very own.

Before long, when a diesel powered train had an "A" unit trailing, it became the proud possession of the "Head Brakie" and his partner, the "Swing Man". This situation prevailed until the fireman was eliminated from the crew and a General Order installed the "Head Brakie" in the "Throne Room" of the "Holy of Holies". This rule was often overlooked when riding officials had to stand up in the cab because the crew included a fireman and no "jump seat" was available for the visitor and the "Head Shack" was ordered to ride the trailing unit.

The practice of the "Head Brakie" and the "Swing Man" riding the trailing "A" unit was the subject of a humorous story related to me by Mr. E. A. Hille, a member of the Arkansas Railroad Club, a life-long railroad fan and railroad man, and my very good friend, concerning the ever-running feud between the brakie and the fireman after the diesel came into use.

Mr. Hille's fireman, a heavy tobacco chewer, carried a coffee can along with him on duty to deposit the juice that accumulated as he reduced the leaves to pulp. His chewing was well known among the men with whom he worked. The fireman was a very thoughtful man and very clean with his habit and was never known to spit juice on the floor or out of the cab window.



One trip Mr. Hille had a A-B-B-A lash-up and as on previous trips, the brakie settled down on the rear "A" unit. One of the "B" units of the lash-up was not working proper and started to run hot. The boiling water from the radiators would escape from the overflow pipes in huge drops of rust-colored liquids, the very same tone as tobacco juice. The brakies in the trailing units began to be splattered with the rust-colored liquid whenever they stuck their heads out of the cab windows to inspect their train around curves.

Knowing that Mr. Hille's fireman was a great tobacco chewer, they jumped to the conclusion that the brown liquid was tobacco juice being spat out of the window by the fireman. With blood in their eyes, the offended brakies came to the "A" unit in the lead where Mr. Hille and his fireman were and demanded satisfaction from the offender for ruining their shirts with drops of tobacco juice.

Mr. Hille still laughs as he recalls how the angry brakies charged into the cab and hurled charges at the fireman, showing him their shirts sprinkled with huge red drops of water, how the poor fireman, who was always so careful with his tobacco juice, was almost shaken to tears by their charges. Fortunately Mr. Hille was able to convince the brakies that it was not tobacco juice that did the damage, but rusty water from the ailing "B" unit. Being found with egg on their faces, the brakies beat a hasty retreat back to the trailing "A" unit, much sadder but wiser men about ailments of the diesel.

Many changes in freight train operations came about as the diesel settled down as the prime mover on the Missouri Pacific. One such change became the subject of the 1949 strike that enginemen and train crews pulled against the MOPAC that tied up the railroad for several weeks.

As a result of the 1927 "long haul" agreement that allowed crews to operate through Gale, Illinois on trains from Paragould, Arkansas and Poplar Bluff, Missouri, the MOPAC established a roundhouse and an eating house at Gale. While the crews went to lunch at the cafe, the roundhouse crews serviced the locomotives. But with the coming of the first diesels it was no longer necessary for the crews to stop at Gale for engine service. The crews were reluctant to give up their eating agreement, so the MOPAC started a program of furnishing lunches to crews on trains that were diesel powered. These lunches were the subject of much discussions as to the quality and quantity of the food served. The idea of furnishing lunches to crews of such trains was to eliminate delays at former coaling, water and eating stations.



In order to expedite trains between Poplar Bluff and Texarkana, the MOPAC officials approached the local union representatives on the Arkansas Division on the idea to accept a free hand-up lunch enroute rather than to stop and eat at Gurdon and Newport, Arkansas when trains were powered by diesels. One local chairman balked at the idea of his men eating cold sandwiches and refused to accept the idea. His reply was, "my men will sit down at a table and eat a hot lunch." So the idea was dropped on the Arkansas Division. On the Illinois Division the lunch proposal was accepted and the agreement called for two meat sandwiches, coffee, tea or milk.

For awhile, and I must say for awhile, crews on diesel-powered trains on the Arkansas Division put their feet under the table at Gurdon and Newport, but this practice was soon cut short. Men soon found out that when they were on a diesel-powered train and they stopped at Newport or Gurdon to eat, there would be a diesel-powered train following them very close who was not in the least bit hungry and would run around them while their feet were under the table. Before long, crews carried nose-bags on diesel-powered trains and the hot meal aspect was soon forgotten. The company never did approach the men regarding "free lunch" proposals again. But on the Illinois Division, a lunch was being furnished free, as far as I know, on all trains running between Poplar Bluff-Dupo, Paragould-Dupo and Salem.

Because of the long hours on duty in the wartime years and the violations by the MOPAC of the no pick-up and set-out agreement between crews covered by the 1927 agreement on the Illinois Division (plus numerous system-wide violations by the management of their union contract), the men became dissatisfied and walked out in September 1949.

Very little, if anything, was settled by this strike, although the management agreed to cut out all crews between Dupo and Paragould and Dupo and Poplar Bluff at Gale like it was in 1927. Only the firemen accepted this proposal and they established Gale as a terminal. The train crews and the engineers did not want to cut out so they approached the company with a proposal that if their lunch on a diesel-powered train consisted of two meat sandwiches, coffee, tea or milk and a piece of pie, they would operate through Gale. So, the company accepted this proposal and the issues on the Illinois Division for Engineers and train crews were settled for a piece of pie in a diesel lunch. The firemen voted some years later to go back to running through Gale and that terminal was soon closed.

On the Missouri Division some "old-time" passenger engineers found that they were too old to switch from steam to diesel operations. Some layed off on the call if a diesel was substituted for a steam engine, others went out and let their fireman operate the engine. On this division, the hills north of Poplar Bluff called for numerous helper engines daily. The diesels eliminated this type of service, trains were consolidated and others were pulled off. The diesel was paying for itself by its ability to operate cheaply.

These changes from steam to diesel were not without some humor. One aged Illinois Division engineer complained to this doctor that the pain in his leg was from holding down the "Dead Man Control" on the diesel. Later on, this old gent made a grievance out of the fact that the younger men in the pool were catching more diesels than he was and asked his local chairman to investigate the roundhouse foreman on assigning diesel power.

Yes, things are changing, some radical and long in coming. Today the conductor has invaded the "Holy of Holies" and now presides over the mysterious works of the head end. Shorn of his rolling palace (that has been replaced by the so-called "end-of-train device"), he is now bidding for a seat on the head end.

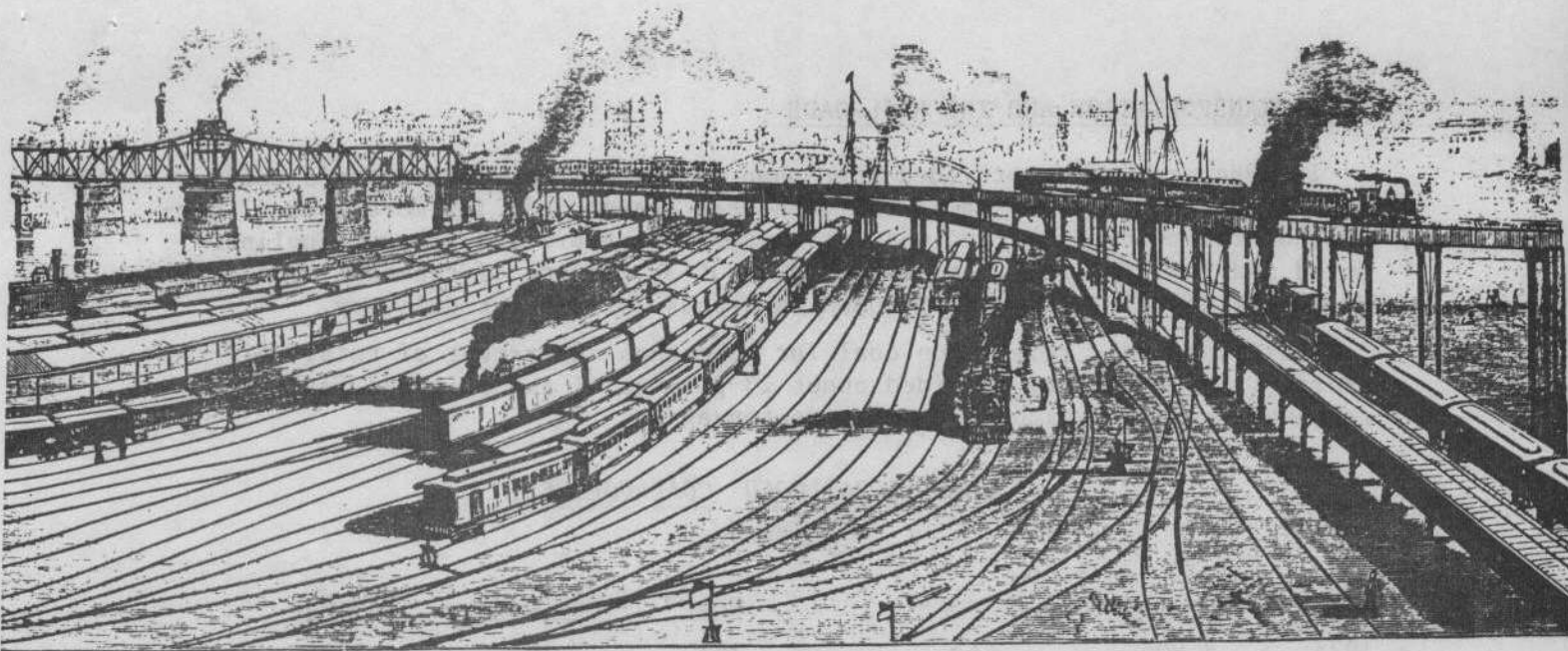
Since the trend is now to reduce crew members on all trains, some day only the conductor and the engineer will hold court in the cab of Mr. Diesel's engine that pulls the countless trains on the railroads, then the move will be under way to eliminate one of them and replace him or her with a computer. That being successful the next move will be to remove the computer.

"Yes, RAILROADING IS AN EVER CHANGING GAME."

- END -

(William Church is a retired Missouri Pacific conductor - the above story was from his yet-to-be-published book "My Love Affair With the Blue and Gold")





COAL - THE GREAT - AMERICAN COMMODITY

(The following was taken from "THE COAL BOOK" by the Association of American Railroads)

Coal production in the United States has grown more than 40 percent since 1973. In fact, coal production today is substantially greater than it was in the days during and immediately after World War II - a period when railroads were powered largely by coal-fired steam locomotives and most homes were heated by anthracite coal. The following chart shows this trend:

DOMESTIC COAL PRODUCTION

(Million Tons)

<u>Year</u>	<u>Production</u>	<u>Year</u>	<u>Production</u>
1925	582	1970	613
1930	537	1975	655
1935	425	1980	830
1940	512	1981	824
1945	633	1982	838
1950	560	1983	782
1955	491	1984	896
1960	434	1985	886
1965	527		

COAL PRODUCTION BY STATE

(Thousand Tons)

<u>State</u>	<u>Production 1985</u>	<u>Production 1973</u>	<u>% of Total in 1985</u>
Alabama	26,438	19,230	3.0%
Alaska	1,485	694	0.2%
Arizona	9,788	3,247	1.1%
Arkansas	85	435	0.0%
Iowa	570	601	0.1%
Kansas	1,068	1,086	0.1%
Louisiana	151	0	0.0%
Missouri	4,892	4,658	0.5%
Oklahoma	4,156	2,183	0.5%
Tennessee	7,561	8,219	0.8%
Texas	43,497	6,944	4.9%
Wyoming	137,790	14,886	15.6%
<u>U.S. TOTAL</u>	<u>886,096</u>	<u>598,570</u>	<u>100.0%</u>

Notice that Arkansas was only one of three states west of the Mississippi to decrease its coal production. Has anyone in the state explored the idea of producing more?

(Continued on the next page)

COAL TRANSPORTATION AND THE RAILROADS

In 1984, railroads provided more than 58 percent of the country's coal transportation. Various water carriers were responsible for more than 17 percent of the transportation, while tramways, conveyors and slurry pipelines moved nearly 11 percent. Trucks moved about 14 percent of the coal. So...coal producers do rely very heavily upon railroads for product delivery.

Railroads today rely upon coal for more than 40 percent of total rail traffic. In 1985, coal provided about 23 percent of the railroad industry's revenues, compared with 41 percent on tonnage.

CLASS I RAILROAD COAL VOLUMES

(Millions)

<u>Year</u>	<u>Carloads</u>	<u>Tonnage</u>	<u>Year</u>	<u>Carloads</u>	<u>Tonnage</u>
1925	8.905	465	1970	5.163	383
1930	7.927	427	1975	4.693	408
1935	6.144	337	1980	5.706	522
1940	6.820	374	1981	5.762	528
1945	8.926	471	1982	5.660	524
1950	7.240	422	1983	5.210	494
1955	6.508	391	1984	5.919	567
1960	5.318	329	1985	5.785	538
1965	5.555	363			

The average length of haul of coal on Class I railroads was 475 miles in 1984 compared to 283 miles in 1973 during the Arab oil embargo.

MAJOR COAL-HAULING RAILROAD SYSTEMS: 1985

<u>Railroad System</u>	<u>Million Tons Originated</u>	<u>Percent of Total Railroad Tons Originated</u>
CSX Corporation	160.6	29.8%
Burlington Northern	129.6	42.1%
Norfolk Southern	114.5	21.3%
Union Pacific	42.1	8.0%
Conrail	33.4	6.2%
Illinois Central Gulf	23.4	4.3%
Denver & Rio Grande	16.0	2.9%
All other roads	18.4	3.4%
<u>TOTAL</u>	<u>538.0</u>	<u>100.0%</u>

COAL AS PERCENTAGE OF 1985 REVENUES, TONNAGE

<u>Rail System</u>	<u>Coal as Percent of Total Tonnage</u>	<u>Coal as Percent of Total Revenue</u>
ALL RAILROADS	40.8%	23.2%
Burlington Northern	58.9%	39.6%
Conrail	31.9%	15.6%
CSX Corporation	49.6%	33.8%
Denver & Rio Grande	78.7%	37.5%
Illinois Central Gulf	39.3%	18.5%
Norfolk Southern	54.8%	35.3%
Union Pacific	29.4%	16.1%

WHAT ABOUT RAIL RATES FOR COAL?

Some critics of railroad coal pricing decisions have charged the industry with abusing the market freedoms it was granted in 1980 by the Staggers Rail Act to unfairly escalate coal rates. Nothing could be farther from the truth. Since Staggers partially deregulated railroad ratemaking, coal rates have actually risen less rapidly than they did in the years before Staggers was passed in October of 1980. Rates rose as average of 11.9% in the 70-month period before Staggers was enacted but only rose 4.3% in the 70 months after the Staggers Act.

(Continued on the next page)

Part of the reason rail coal rates are so moderate is that railroads and coal shippers have entered into large numbers of long-term contracts, under which railroads guarantee rates and schedules, and shippers guarantee specific coal volumes. More than 60 percent of all rail-delivered coal is now moving under contract.

1984 REVENUES PER TON-MILE:
NINETEEN LEADING COMMODITY GROUPS

<u>Rank</u>	<u>Commodity</u>	<u>Revenues Per Ton-Mile</u>
1	Transportation Equipment	11.01¢
2	Waste & Scrap Materials	5.11¢
3	Petroleum & Products	4.43¢
4	Coke	3.96¢
5	Pulp, Paper & Allied Products	3.95¢
6	Primary Metal Products	3.93¢
7	Grain Mill Products	3.91¢
8	Chemicals & Allied Products	3.90¢
9	Stone, Clay & Glass Products	3.77¢
10	Food & Kindred Products	3.60¢
11	Lumber & Wood Products	3.54¢
12	Forest Products	3.44¢
13	Metallic Ores	3.33¢
14	Crushed Stone, Gravel & Sand	3.31¢
15	Non-Metallic Minerals	3.21¢
16	Fresh Vegetables	2.64¢
17	Coal	2.50¢
18	Fresh Fruits & Tree Nuts	2.49¢
19	Field Crops	2.30¢
	ALL COMMODITIES	3.09¢

RAILROADS LARGE INVESTMENTS

Since 1970, the nation's railroads have invested almost \$40 billion in plant and equipment in an effort to become more efficient. Railroads invested enormous sums to purchase thousands of new hopper cars, each capable of carrying far more coal than the older cars. On average, today's hoppers carry almost 25 percent more coal than they did in 1970 (they averaged about 76 tons per car in 1970 compared with 95 tons in 1985.)

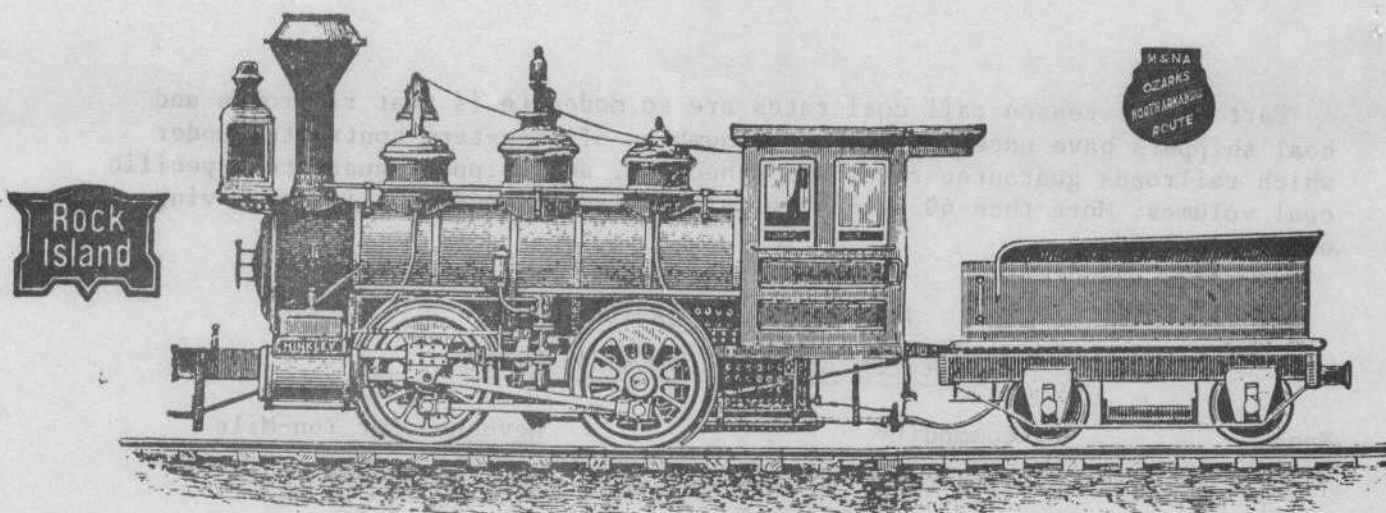
At an average cost in 1985 of more than \$38,000 for new hoppers, it would cost railroads and private owners more than \$11 billion just to replace their existing fleets.

AVERAGE COST OF NEW FREIGHT CARS

<u>Year</u>	<u>Open-Top Hoppers</u>	<u>Average All Cars</u>
1970	\$12,726	\$17,163
1975	25,834	21,800
1980	40,348	44,547
1985	38,340	36,645

COAL RESERVES HUGE

Current reserves of U.S. coal are more than sufficient to handle a projected increase in coal production through 1995. As of January 1, 1984, the U.S. Department of Energy estimated domestic reserves at more than 488 billion tons -- enough to last more than 400 years at projected demand levels.



ROCK ISLAND and the MISSOURI & ARKANSAS or... what might have been by Bill Pollard

After the Missouri & Arkansas Railway was struck by train service employees in 1946, three receivers were appointed by the United States District Court to attempt the restoration of service through the sale of the railroad for continued operation. These men, C.C. Alexander, W.S. Walker, and J.B. Lambert, all attempted to persuade various connecting trunk line railroads to either purchase or lease the M&A in order to restore train service. Initial efforts were directed at the Santa Fe, which connected with the M&A at Joplin, because the Santa Fe had in the past been the most productive railroad from an interchange traffic standpoint. When Santa Fe stated that they had no interest in taking over the property or its operations, similar contacts were made with officials of the Illinois Central, Kansas City Southern, and Frisco. Each of these lines were interested in seeing the M&A resume operation, and each were willing to make some concessions to benefit the M&A, but none were actually willing to invest their money in operating the property.

On September 24, 1947, representatives of the Missouri & Arkansas met in Chicago with the Chief Executive Officer of the Rock Island. Three separate proposals were presented at the meeting:

1. That the Rock Island purchase certain parts of the Missouri & Arkansas Railway,
2. That the Rock Island lease and operate the M&A, with the receivers guaranteeing the Rock Island against any loss,
3. That the Rock Island operate the M&A for the account of the receivers as a separate railroad, the Rock Island acting in a supervisory capacity, handling program of rehabilitation and, thereafter, the actual operation of the property; the Rock Island to be compensated upon basis covering the actual expenses, etc.

Mr. J.D. Farrington, Rock Island's progressive CEO, responded on the following day stating that his railroad would be willing to consider the third option if the receivers were in a position to lend the financial aid necessary for the rehabilitation of the property. Two Rock Island officials, Mr. Rainey (General Manager), and Mr. Livingston (Engineer of Bridges), made an inspection of the line on October 10, 11, and 12, 1947, and their report was forwarded to the M&A trustees on October 29.

The Rock Island proposal envisioned operation of the M&A from Seligman, Missouri to Searcy, Arkansas, and from Wheatley to Helena, thus restoring service to 258 miles of M&A owned line. Between Searcy and Wheatley, the Rock Island proposed to grant trackage rights for operation from Searcy via Mesa and Brinkley to Wheatley over existing Rock Island trackage, with the M&A receivers abandoning and scrapping the 42 miles of essentially parallel M&A trackage between the two points. The only major community stranded without rail service by this proposal was Cotton Plant, and the citizens of that town indicated that they were willing to purchase the Cotton Plant to Wheatley segment if necessary to maintain rail service to their community. The Rock Island plan specified that the line between Neosho and Wayne, Missouri, 32 miles, would be retained inoperative for use as a bargaining tool in negotiations with the Frisco and the Kansas City Southern over rate divisions and interchange traffic. Under this plan, the 1.81 miles of track from Junction to Eureka Springs would also be abandoned, and existing tracks at Junction would be used for handling business to and from Eureka Springs.

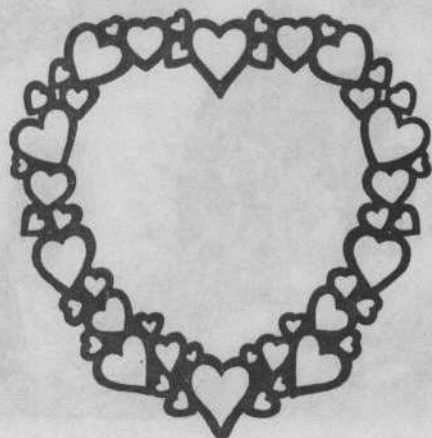
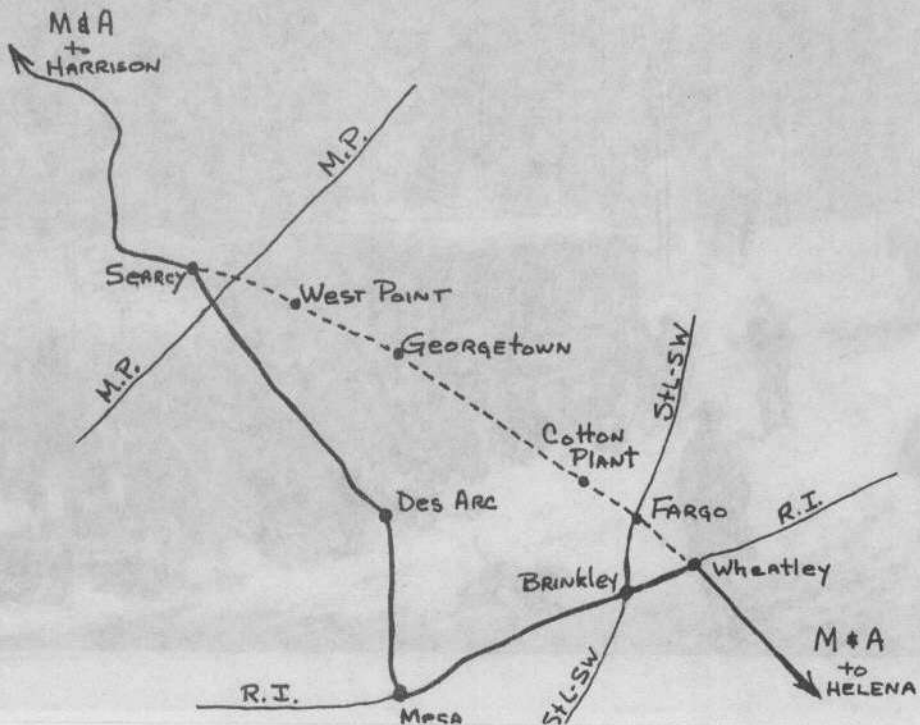
Rock Island was prepared to grant trackage rights over their lines between Searcy and Wheatley at a rate of 90 cents per mile (\$55.26 per one-way move). A tentative schedule called for a local freight to operate tri-weekly between Harrison and Helena, leaving Harrison at 6:00am Monday-Wednesday-Friday and leaving Helena at 10:00am Tuesday-Thursday-Saturday. Two crew districts would be required, one crew operating Harrison to Heber Springs and one crew operating Heber Springs to Helena, with each segment requiring an estimated 8 to 9 hours per trip. A second local freight would operate tri-weekly between Harrison and Seligman. The schedules would be protected by two 1000 horsepower diesels which would work into Harrison every third day for fuel, inspections, and maintenance. Maximum speeds on the line would be limited to 25 mph, although even this speed would be an improvement compared to that of the M&A. The 460-foot tunnel at milepost 79.96 was noted to have ample clearance for Rock Island diesels #735 to 745 (Alco RS-1's), which were the type of diesel envisioned for use on the line. Agent operators would be maintained at Berryville, Harrison, Leslie, Shirley, Heber Springs, Searcy, and Helena, along with a joint agent (with the Frisco) at Seligman.

The Rock Island officials opted for trackage rights over the RI rather than repair of the line between Searcy and Wheatley because of the excessive costs to place that 42 mile segment back into operation. The 65-pound rail was in no worse condition than elsewhere on the M&A, but the ties were in particularly bad shape as a result of no ballast and placement in the swampy terrain. The most crippling problem with this segment, however, involved the bridges. On this segment, there were 43 bridges, totalling 875 panels of pile and frame trestle almost 12,250 feet long. Two of the bridges (bridge 293.0 over the White River and bridge 301.3 over the Cache River) contained some steel components, but both were in need of extensive repairs.

At the White River, recent high water had destroyed the embankment for about one-quarter mile. A detour embankment had been installed, but a repetition of high water on the river was expected to again wash out this embankment. On the bridge itself, the center pivot pier had failed and had been replaced with falsework consisting of five DPG's on two 48-pile trestles. The Cache River bridge was in servicable condition, but the 19-panel timber trestle approaching the east end of the bridge had been destroyed by fire. Because of the extensive bridge repairs required on this segment, and because of the potential for additional expenses due to flood damages, abandonment of the line in favor of trackage rights seemed the prudent alternative.

Despite the favorable response by Rock Island management, the trustees for the Missouri & Arkansas were apparently unable to develop an adequate financial reserve to place this plan into operation. The M&A was subsequently abandoned, and the only operation by the Rock Island was over a few miles of industrial trackage purchased within the city limits of Searcy. We can only wonder how the face of railroading in eastern Arkansas might have been changed if the Rock Island had assumed operation of the line. With a friendly Memphis connection, bridge traffic over the northern end of the M&A would have developed more rapidly, and the Searcy branch of the Rock Island would have certainly taken on an added importance. Speculating further, if the Rock Island operation had been successful in buying time for M&A tracks, the rehabilitation of the property could have allowed the line to become the Santa Fe's long sought connection into Memphis.

- END -



FROM CEMENT TO RAILROADING & BACK TO CEMENT - CHAPTER TWO

by: John Hillis (former General Manager of
the Graysonia, Nashville &
Ashdown Railroad)

Two years ago, I reported in a tongue-in-cheek article which was published in the ARKANSAS RAILROADER a brief summary of a contagious, incurable disease I had contacted, apparently from one Bill Merck. To bring you readers up to date who missed that particular issue, I spent twenty-five years peddling cement for Ideal Cement out of first Wallace Building on Main Street in downtown Little Rock, then for a few years out of headquarters in the Worthen Building, then finally, for the last seven years working out of new offices in the Farm Bureau Building on Kanis Road. During that period of a quarter-century, a disease began gnawing at me and it finally manifested itself on January 1, 1983 when I accepted a promotion and transfer and moved to Nashville, Arkansas as vice president and general manager of the Graysonia, Nashville and Ashdown Railroad, an Ideal subsidiary.

Three years and eight months passed very quickly and my disease, which had been diagnosed by several eminent physicians as "railroading", continued to gnaw at my insides. No apparent cure was in sight and it appeared I was doomed to spend my remaining days fighting the malady.

Eureka, help arrived the first part of September, 1986. My old boss in cement days, Charlie Wilson, who was sales manager of the Arkansas Division for Ideal, was promoted to vice president and general manager of the Division. A cure-all for my affliction in the form of a telephone call from Charlie arrived, offering me the job of sales manager of the Arkansas Division, a position I had longed for years ago. It was a tough decision, but considering my affliction and the fact no cure had been found and this would be the only apparent "cure" to be found, I accepted the move with a lot of reservations. Consequently, I returned to the cement division in my new position and am headquartered at the cement plant at Okay, Arkansas (Howard County). For those of you who do not know where Okay is located, it is on Highway 355, twelve miles north of Fulton, about halfway between Litter Barrel and Resume Speed. You see, back in May of 1986, the sales office had been closed in Little Rock for economy purposes and all sales functions moved to the plant. This meant no physical move for me - how lucky can you get?

I am responsible for sales of cement in the states of Arkansas, north Louisiana, southeast Oklahoma, northeast Texas, west Tennessee and west Mississippi. We have a bulk terminal in Memphis and have a total of seven sales representatives covering the 650-mile long territory (from just east of Dallas to Paris, Tennessee.)

My life will never be the same from here on. The three years and eight months I spent at GN&A were some of the most enjoyable of my life and I will never forget them. My affliction? Well, I still have nightmares at times of the Chicago Zephyr and occasionally I hear strange faraway sounds that resemble that of a train in the distance. My successor at GN&A, Jack Gathright, is reported to be suffering from sleepless nights and according to Judy Beavert, office manager at GN&A, Jack says he feels at times like something is gnawing at him on the inside, and that he has cold sweats everytime he sees a speeding train. Like I said, it's incurable...and apparently contagious.

- END -



CLUB'S SHOW AND SALE SET - The annual Arkansas Railroad Club's Show and Sale is set for April 4 from 9:30 AM till 4:00 PM at the Fischer Armory in North Little Rock. If you'd like a table at the show, contact Bill Pollard at (501)-327-7083.

ARKANSAS RAIL NEWS

AMTRAK TO MOVE LITTLE ROCK STATION? - There's been quite a stir in local newspapers and TV stations recently about a proposed move of the Amtrak station. The station is currently in the old Missouri Pacific Union Station on Markham and Victory Streets and a lot of repairs need to be made (for instance, the huge waiting room is too big to be heated properly for the 11,000+ passengers that use Amtrak there each year.) A site in the Excelsior Hotel has been proposed but some city of Little Rock people (such as the Riverfest people) have objected on the grounds that the trains would be disruptive to their 3-day Riverfest festival held in May. Some have objected that Amtrak would bring in "undesireable" patrons, comparing Amtrak with bus travel. (This shows just how un-educated these certain Little Rock people are about train travel nowadays.) The final vote by city authorities will take place before the end of January.

Meanwhile, if Little Rock doesn't want Amtrak, North Little Rock wants them very much. Your editor recently had a talk with North Little Rock's mayor Terry Hartwick and he has some good plans to build and maintain a station for Amtrak. The outcome of all this is up for grabs, but hopefully Amtrak will come out ahead (at least it got a lot of free publicity over this affair recently - people know it exists.)

MAN KILLED WHEN TRAIN STRIKES AUTO - (Sulphur Rock) - A Union Pacific train hit a car stuck on the tracks and killed an 81-year old man standing by the car. Otto Abney was killed January 6 at a non-maintained crossing near Sulphur Rock. His car had got its front wheels stuck over the tracks and couldn't go forward or backward. Evidently he thought the train would stop in time. Abney had turned and tried to get off the tracks when the train hit the car and the car hit Abney. (DeQUEEN CITIZEN)

KCS TRAINS RUNNING SLOWLY THROUGH MENA - (Mena) - Except for two small stretches, KCS engineers have been told not to exceed 10 MPH in the Mena area because the tracks are so old. There have been several KCS accidents in this area in the past three years. (MENA EVENING STAR)

MOPAC TRAIN DERAILED - (Eudora) - A MPOAC (UP) train with 30 boxcars of coal derailed January 3 near Chicot Junction in Chicot County. The train was traveling at 10 MPH when the derailment occurred. One end of the engine along with two empty cars and three full cars with coal derailed. (EUDORA ENTERPRISE)

BILL POLLARD SPEAKS TO HAZEN CHAMBER MEMBERS - Dr. Bill Pollard of Conway discussed Hazen's railroad heritage at the Hazen Chamber of Commerce meeting on January 12. Bill is a member of the Arkansas Railroad Club.

LOUISIANA & NORTH WEST RAILROAD HAS DERAILMENT - (Emerson) - 12 of 23 cars of a L&NW freight derailed just outside of Emerson, Arkansas January 6, 1987. A couple of the cars were tank cars freshly loaded with Bromine Chloride from a plant nearby. As a result, over 550 people were evacuated from Emerson as a precaution. There were no injuries and all were allowed to return to their homes the next day. Apparently, a rail broke after the second engine (an F-7) went over it, causing the derailment.

EUREKA SPRINGS & NORTH ARKANSAS has been running its SW-1 on dining car trains recently instead of the steam engines, according to Boyd Pyle, a Club member and engineer. Boyd likes the steam best, of course. The steam engines will very much be used on the regular runs starting in the spring, however.

ROCK ISLAND DEPOT AT BRINKLEY TO BE REMOVED? - (Brinkley) - The Cotton Belt notified various people in Brinkley on December 21 that it plans to tear down the old former Rock Island depot in Brinkley as well as the Cotton Belt freight house just east of the Great Southern Hotel. However, Stan Prince, the Great Southern Hotel man, said that he and Mrs. Prince are buying the Rock Island depot and that it will not be torn down at all - but saved for Brinkley. That's good news for everyone, if it is indeed true. (BRINKLEY ARGUS)

TRAIN CROSSING SAFETY CONTEST FOR HIGH SCHOOL SENIORS is underway in Arkansas. The Arkansas Operation Lifesaver Committee is sponsoring the speech contest for Arkansas High School seniors. The top prize is \$1,000. Interested students are asked to prepare and present in their school a speech entitled "Anytime is Train Time" dealing with railroad grade crossing safety. Finalists from each school will compete in regional contests in mid-April. Finals will be held April 24 at Northeast High School in North Little Rock. Glenn Toler, manager of public safety for Union Pacific in North Little Rock, said, "This worthwhile project could well result in the saving of lives, especially those in the high risk category - teenage drivers." Students seeking materials on grade crossing safety can receive them from Operation Lifesaver, 1000 West Fourth Street, North Little Rock, AR 72114.

TWO HELENA BUILDINGS CONSIDERED FOR REGISTER - (Helena) - Two properties in Helena were considered by the State Review Board of the Arkansas Historic Preservation Program for nomination to the National Register of Historic Places on December 9. The two are the Centennial Baptist Church and the Missouri Pacific depot on the corner of Natchez and Missouri. (HELENA-WEST HELENA WORLD)

LANDMARK UNION PACIFIC RAILROAD TUNNEL AT CONWAY IS UNDER REPAIR - (Conway) - The Union Pacific Railroad tunnel through Cadron Ridge in northwestern Conway is being refurbished by the railroad at an estimated cost of \$1.1 million. The tunnel was under the jurisdiction of the railroad's North Little Rock office until July 1 when it was reassigned to the newly formed Central Region. The contractor for the project is National Products of Boise, Idaho. The work should be completed by mid-April. The tunnel is about 1/4th mile long and was constructed in 1903. (Conway LOG CABIN DEMOCRAT)

LIGHTS IN ORBIT - France is planning to launch a large array of highly-reflective balloons into a 500-mile-high orbit sometimes in 1988. This circular pattern of balloons, 5 miles in diameter, will look as large as the full moon in the night sky. The balloons, each 20 feet in diameter, will self-destruct three years later.

GENERAL RAIL NEWS

ENID, OKLAHOMA DEPOT DOOMED - The former Rock Island depot in Enid, Oklahoma has been declared a health hazard and will have been demolished by the time you read this (the end of December was the planned demolition date). Heavy rains in the fall caused a 40-foot section of the roof to collapse and it would have cost \$200,000 to bring the depot up to minimum standards. (THE DISPATCHER)

DID YOU KNOW that Sammy Davis, Jr prefers train travel for the relaxation element? According to him, "Three days of this kind of total relaxation, sleep when you want to sleep, not distracted -- you can't pay for that. It's like taking 2 and 2½ or 3 weeks off with these three days." (GULF COAST RAILROADING)

SFSP TO SELL KIRBY FOREST INDUSTRY - Louisiana Pacific Corp. has agreed in principle to buy Santa Fe-Southern Pacific's Kirby Forest Industries for \$315 million. Kirby Forest Industries owns about 650,000 acres of timberland in East Texas and Louisiana. SFSP says that Kirby does not fit in with their portfolio at this time. (SFSP PACE)

MORE ON KCS PASSENGER CARS - Member Dave Briggs sends the following in about KCS's bought passenger cars (see January 1987 RAILROADER, page 10): they were purchased and are owned by KCS subsidiary, Carland Industries. The three AUCX domes are 807 (KCS 19), 701 (KCS 211) and 709 (KCS 22). They were ex-UP 8008, 7001 and 7013 respectively.

UP TO DE-SIGNALIZE ITS WYNNE ARKANSAS SUBDIVISION and move that equipment to Sedalia, Missouri subdivision. The Wynne subdivision was just recently upgraded to allow a by-pass of Little Rock's congestion by UP trains. (THE MIXED TRAIN)

SP CARLOADINGS STILL DOWN - Southern Pacific's total carloadings for November 1986 were down 3.2% from the same time in 1985, the 25th month in a row that SP's carloadings have declined. The bright spot continued to be intermodal carloadings, up 9.6% from a year ago to 25,278 carloads. (SP UPDATE)

KCS WANTS TO BUY THE SOUTHERN PACIFIC - On January 5, 1987, the Kansas City Southern told the ICC it wanted to buy Southern Pacific if the SP-SF merger case is not reopened. KCS urged the commission not to reopen the case. KCS said it would make a bid to buy SP within 60 days if the ICC doesn't overturn its denial of the merger last year. Meanwhile, the SP says that re-opening the case would be by far the best solution to the problems faced by that company. In other words, SP doesn't want to be bought by the KCS.

The KCS would bid on SP once the merger question is cleared up by the ICC. SP's assets were valued at \$4.9 billion in the third quarter of 1986. If the merger case is not reopened or the merger is denied again, SFSP would have to divest itself of either Santa Fe or Southern Pacific.

Meanwhile, another agreement was reached by SP with another railroad to help re-open the merger case. SFSP reached the agreement with the MKT (Katy) railroad if the merger is approved. In this agreement, the MKT would operate over the SP between San Antonio and Corpus Christi. The MKT agreement is the third SFSP has reached with other railroads in an effort to win ICC support for the merger. Here's a summary of views on re-opening the case:

1) Kansas City Southern opposes the re-opening, saying that the ICC was right the first time when it denied the merger; 2) Tex-Mex was in favor of the re-opening; 3) Chicago Northwestern asks that the reopened case be considered as a new application; 4) Department of Transportation urged the case be re-opened; 5) Department of Justice is opposed to the merger; 6) State of Kansas supports the re-opening; 7) State of California supports the re-opening with conditions; 8) Sunkist wants the case opened so it can present further evidence on availability of competitive alternatives if the merger were approved (trucks?).

KCS president Landon Rowland says that if the KCS buys the SP, it would probably sell portions of SP's line in the midwest, calling SP's line in Kansas as an example of "pitiful" traffic loads. (SP UPDATE & various newspaper articles)

SOME SP LINES IN LOUISIANA SOLD - The Louisiana & Delta Railroad is buying seven SP branch lines in Louisiana. SP also is leasing L&D a branch line and granting it certain trackage rights. The entire deal involves about 200 miles of track and the transfer of ownership takes place January 31. L&D believes it can operate the lines more efficiently as a new local carrier (undoubtedly with non-union labor and new rules). (SP UPDATE)

NEW STEAM LOCOMOTIVES! - The Valley Railroad at Essex, CT has been named agent for the China National Machinery Import and Export Corp. for the sale of steam locomotives and parts to tourist railroads in the U.S. The locomotive selected for sale is a 2-8-2 Class SY that weighs 140 tons and is of North American style by appearances. Suggested cost is \$300,000 FOB China. The boiler is an all-welded design not yet approved by the FRA. Of equal interest is the future availability of new parts that are the same as commonly used on US steam engines.

In an added development, it seems that the military has under strong consideration, the reopening of the Army Railroad School at Ft. Eustis, Virginia. To provide steam locomotives for training, the Army may well consider the purchase of three new locomotives from China. (TRAINLINE, December 1986 via Roanoke Chapter's TURNTABLE TIMES)

NEW BURLINGTON NORTHERN EXPEDITER SERVICE will start February 1 on the Springfield, Missouri Division of the BN. Labor concessions have allowed the Expediter to run between Chicago and Irving, Texas through Kansas City and Tulsa. Another agreement will allow the trains to run between Irving and Houston. (BN SPRINGFIELD REGION NEWS)

THE MISSILE EXPRESS - The Reagan Administration has proposed to place 50 new MX nuclear missiles on railroad cars that could be moved around in times of tension to prevent them from being spotted by Russian satellites. Strategic Air Command officials talked with Union Pacific about this plan, and the UP was willing to do it. At one time, an Administration official suggested mounting the missiles on Amtrak passenger cars. The missile is 71 feet long and 8 feet in diameter. The SAC said that existing railroad cars and lines would be used. (?!*!?)

JOHNSON RECEIVED AWARD - Jim Johnson, SP's public relations manager in Kansas City received an award at the Governor's Mansion in Topeka in December for his volunteer work in helping organize the state's 125th anniversary celebration.

CHICAGO'S DEARBORN STATION, former home to many famous Santa Fe trains, is being remodeled into a shopping mall. The building has been restored to its past glory and its red-orange color is back. According to the Chicago Sun-Times, the station is still a "train station" in spirit. (RAIL TRAVEL NEWS)

SLSW RENTAL FEES TO USE THE MUNICIPAL BRIDGE in St. Louis that crosses the Mississippi River was \$58,293.95 in September, 1986. During that month, 6,893 cars were hauled over the bridge using 210 engines. (THE MIXED TRAIN)

DEPOTS GONE - The handsome Frisco depot at Rolla, Missouri was demolished late last summer by the Burlington Northern despite protests by city and other groups. The Crocker, Missouri depot is also gone. That leaves Cuba, Missouri as the last possible ex-Frisco depot to be open on the line between St. Louis and Springfield. Also, the three story station of the Illinois Central Gulf at Clinton, Illinois (between Chicago and St. Louis) was razed the first part of December 1986. (THE MIXED TRAIN)

NEW SANTA FE TRAINS - The Santa Fe has begun offering shippers a high speed, low cost network of new trains for handling new railroad business between 15 major city pairs. The railway's new "Quality Service" operates trains with three-man crews over longer crew districts after Santa Fe's unions agreed to this. There is no limit to train length, either. The 15 city pairs are connected by strictly-scheduled (ala Super-C) daily trains 6-days a week between such cities as Oklahoma City and Denver and Dallas and Houston. The runs average 266 miles for each crew, the longest being 355 miles. (THE DISPATCHER of the Central Oklahoma Railfan Club)

THIRD QUARTER PROFITS - 1986 (millions of dollars)

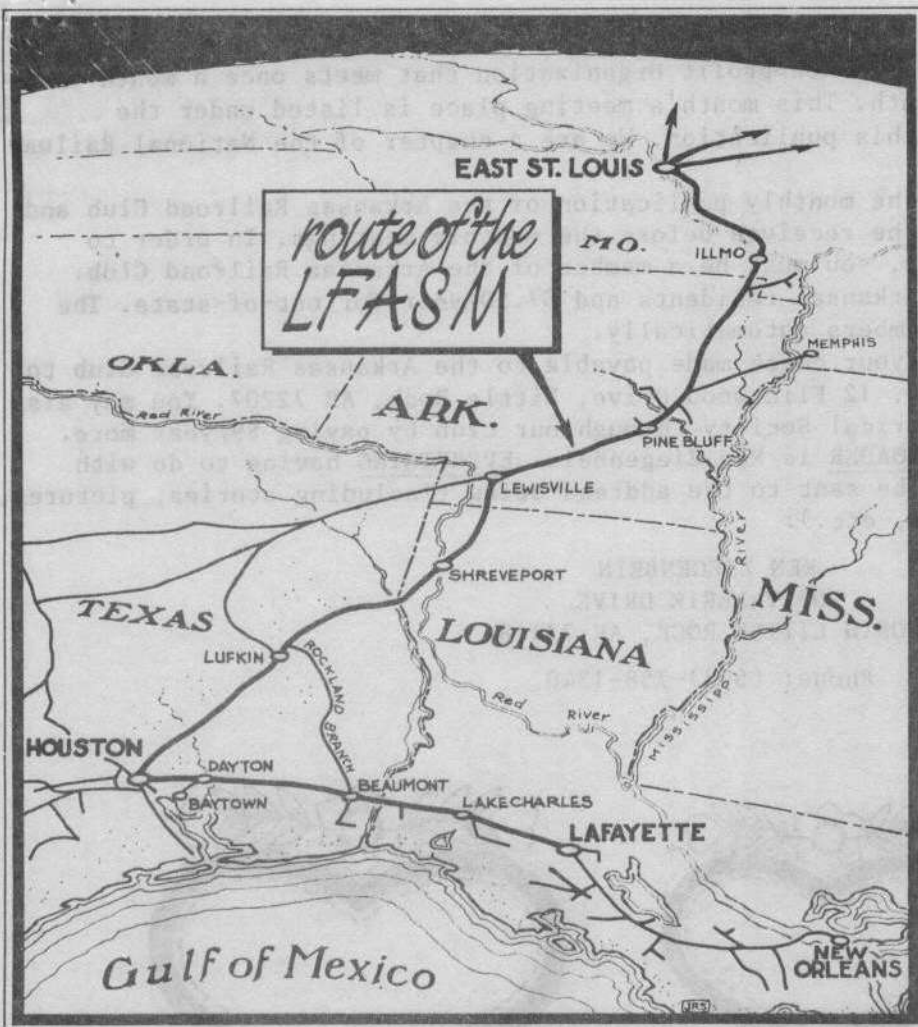
BURLINGTON NORTHERN INC.	100.3	CNW CORP.	17.8	CONRAIL	107.0
CSX CORP.	77.0	FLORIDA EAST CST	5.0	IC INDUSTRIES	-259.6
KCS INDUSTRIES	3.0	KATY INDUSTRIES	-9.0	NORFOLK SOUTHERN	127.8
RF&P RAILROAD	4.3	SFSP CORP.	12.4	SOO LINE CORP.	-5.7
UNION PACIFIC CORP.	142.2	(the UP Railroad had the highest quarterly earnings in its history during the third quarter of 1986)			

(SOURCE: LABOR NEWSPAPER)

AMTRAK NEWS - Sixteen people were killed in Amtrak's worse fatality accident in its 17 year history on January 4, 1987 at 12:30 PM when the "Colonial" hit three Conrail locomotives near Chase, Maryland. The Amtrak train was going 105 MPH when it hit the Conrail units. 500 were on board the 12-car train with only about 170 injured. The diner on the front of the train was crushed under two more Amfleet cars and that was where the most fatalities occurred. The train was enroute from Washington to Boston. -- Meanwhile, the Reagan Administration proposes to sell Amtrak's Northeast corridor to the private sector, like it did Conrail. Amtrak President Graham Claytor said there are no buyers and it is not profitable. He also said that no passenger service in the world is profitable. No railroad wants it so far. (RAIL TRAVEL NEWS) -- Amtrak is now the number 1 carrier in the Northeast part of the country, leading Eastern Airlines. Amtrak is also earning more money than ever and in 1987 expects to earn enough revenues to cover its operating costs completely for the first time. (Operating costs are strictly on-board crew operating costs; it does not count station personnel and headquarter people.) -- St. Louis/Kansas City trains are in trouble. These state/federal supported trains are administered by the Missouri Highway Department and they decided to cut out all Amtrak funding for 1988. (RAIL TRAVEL NEWS)

SANTA CLAUS SPECIAL - This is a train that runs yearly through the poverty area of eastern Kentucky to Kingsport, Tennessee. It ran this year the weekend before Thanksgiving with a crew donated by CSX and worked by Chamber of Commerce people. As the train slowed through communities of the depressed area, a Santa-clad volunteer tossed out gifts from the train to crowds of children and adults gathered. (Couldn't some railroad in Arkansas do this? We certainly have poverty in some areas).

SP PLANNED 1987 BUDGET calls for \$333 million to be spent on equipment and improvements to its fixed plant. It plans to acquire 40 double-stack cars, 100 container flatcars, 70 trilevels, 30 bilevels, 60 truck-trailers, 50 intermodal trailers and 36 general repair locomotives. (SP UPDATE)



SP's LFASM (service between Lafayette, Louisiana and East St. Louis) has reduced the average dock-to-dock transit time from 108 hours to 42 hours. This train carries mainly petrochemicals from the Gulf Coast to Houston then northeastward through Arkansas to East St. Louis (see map at left).

Even though some of SP's lines are closer "as the crow flies", this new routing uses faster lines with less delays, thus cutting off precious time. (SP BULLETIN by Jim Johnson)

NEWS is this issue of the ARKANSAS RAILROADER updated through January 19. Projected mailing date is Monday, January 26. Deadline for the March issue is February 16 - Please have news or stories to me by that time.

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

RENEWAL

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

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

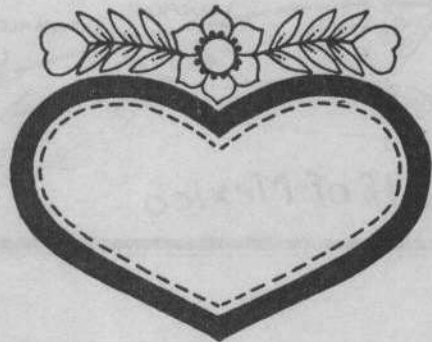
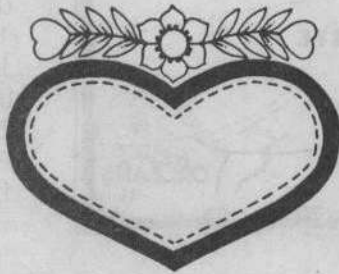
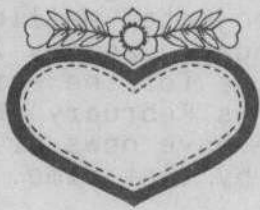
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The publication is mailed to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/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 (including stories, pictures, diagrams, news, address changes, etc.):

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118

Phone: (501)-758-1340



ARKANSAS RAILROADER
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MEETING NOTICE INSIDE

Kenneth Ziegenbein
905 Valerie Drive
N Little Rock, AR 72118

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