



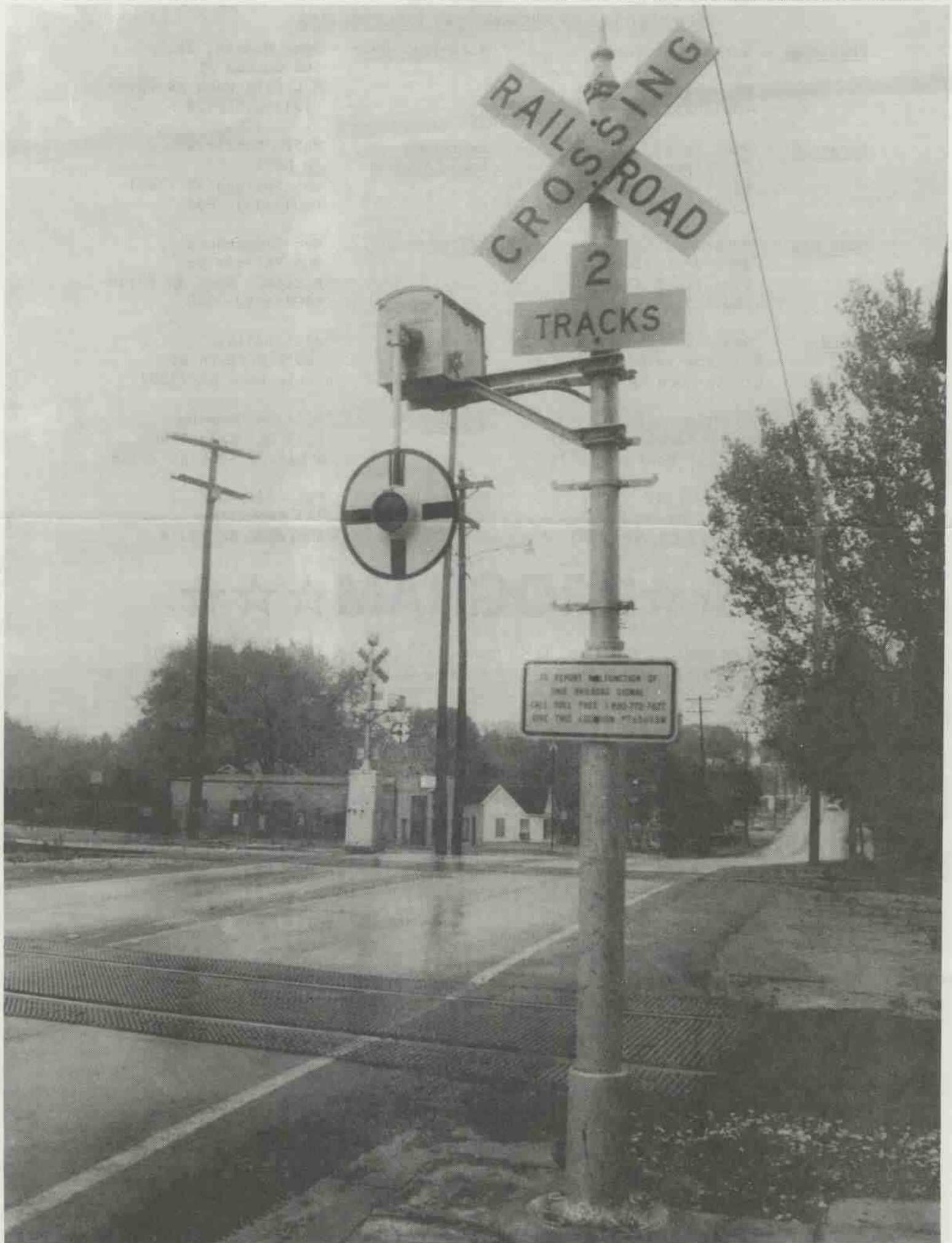
ARKANSAS RAILROADER



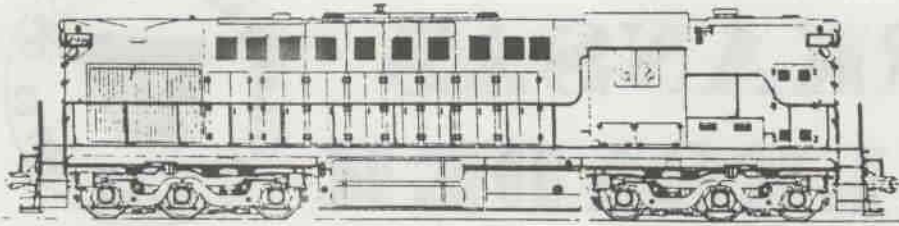
VOLUME 22 NUMBER 2

FEBRUARY 1991

LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



RARE CROSSING SIGNALS - These rare "wig-wag" crossing signals are still operational at a Santa Fe crossing in Brenham, Texas (on the ex-SP Austin-Hempstead branch). Notice the toll-free number to call if signals fail. (Taken November 25, 1990 by Ken Ziegenbein)



RSD 15 - HIGH NOSE

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

| | |
|--|---|
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| <u>Board</u> - Randy Tardy 226 Englewood Rd Little Rock AR 72207 | <u>Honorary Board</u> - Matt Ritchie 111 Tenkiller Sherwood AR 72116 |

☆☆☆PROGRAM☆☆☆

The next program of the Arkansas Railroad Club will be held SUNDAY, FEBRUARY 10, 1991 at the usual place, the Twin City Bank on Main Street in North Little Rock beginning at 2 PM. PETER SMYKLA will give the show entitled "The Best of 1990." Refreshments will be served. FUTURE SHOWS include Matt Ritchie in March (Colorado rail scenes) and Dick Davis in April (Railroad museums). Our meetings are open to the public.

RAILCHASING SET - The club will start semi-regular rail-chasing events in February. The first one is FEBRUARY 9, a Saturday, leaving the Twin City Bank parking lot at 530 AM to chase the Little Rock & Western. Others planned are on Sunday, March 3 (BN), Sunday, May 5 to Memphis and Saturday, June 15 (KCS). Also, a trip to Texarkana on Amtrak is planned for Saturday, April 13. Call Matt Ritchie if you are interested in going. His number is 834-4449.

SHOW & SALE DATE SET - The 1991 Arkansas Railroad Club's annual Antiques and Collectibles Show & Sale will be held in the Arkansas Building at the State Fairgrounds on Saturday, JUNE 1. More details will be forthcoming.

GOOD TURNOUT - The club's January 1st all-day show and talk affair was a success. All-toll, about 30 showed up at some point during the day, sharing slides and photos with each other. Some went over to the Ritchie's house afterwards to show videos. It was such a success that we've decided to try to do the same thing on Memorial Day, May 27.

(CLUB NEWS continued on Pages 7 and 11)

CHARLEY BOONE AND THE 5508

William Church

Charley Boone's "finest hour" came one cold December day in 1925 when he was called to handle a special train over the Hoxie Subdivision of the Arkansas Division from Union Depot at Little Rock, Ark., to Poplar Bluff, Missouri.

Charley was a Missouri Pacific hogger at the time when L. W. Baldwin was president of the system. Mr. Baldwin happened to be in Little Rock pushing the MP's then-new slogan, "A Service Institution". It was routine with him when visiting a terminal to check on train movements. This day he became concerned over two sleeping-car passengers and two day-coach passengers on the New Orleans-Little Rock "varnish", No. 116. These four were bound for Chicago via No. 28, the "Cannon Ball", which would take them as far north as St. Louis where the Chicago & Alton's No. 8 would carry them on to Chicago, Ill.

Mr. Baldwin asked the chief dispatcher to hold No. 28 for them to make sure they did not miss their connection in St. Louis. After making this request he toured the Little Rock terminal. Upon his return to the office, he inquired of the chief, "did those passengers on No. 116 make No. 28?"

"No sir," replied the chief, explaining that No. 28 had a very fast schedule and that all of its passengers would miss connections in St. Louis if it was held for No. 116, which hadn't yet arrived at Little Rock.

This angered Mr. Baldwin. "I want those passengers to be on the C. & A.'s No. 8 tonight," he blustered, "if not, we will have a new chief dispatcher on this division tomorrow morning."

The chief didn't want to be sent back to some lonely outpost pounding brass, so he took the president at his word. He called the day roundhouse foreman at Baring Cross.

"Give me the fastest engine and engineer you have on the list," he roared into the phone. "And have him report to me when he reports for work at the depot."

Within minutes, an extra passenger crew was rounded up. The coach shop furnished a Pullman, a day coach, and a buffer car for the special. The roundhouse foreman did his part by supplying an Atlantic-type passenger engine, the 5508, and ordered the hostler and his helper to rush her over to Union Depot in jig time. The runner chosen was Charley Boone. He was checking his watch with the standard clock in the register room when the worried chief addressed him.

"Charley, I want you to put this special in Poplar Bluff before No. 28's departure time there tonight."

"Can do," was the answer. "Just tell the dispatcher to keep the line clear and I'll shove No. 28 into Poplar Bluff from Harvill."

He spoke casually, but it was quite a statement for a runner to make, considering the fact that No. 28 had the fastest and tightest schedule on the Arkansas Division and would be more than one hour ahead of the special. In those days, as oldtimers can tell you, the division had a 65-mph speed limit, with twelve miles of 55-mph track and two drawbridges with 30-mph restrictions each. So Charley Boone with a high-stepping 5500 class engine, faced some ticklish work to get his train into Poplar Bluff on time. However, like Casey Jones, he had the reputation for being able to run the wheels off a locomotive.

No. 28 was due to leave Union Depot in Little Rock at 3:00 p.m. and had four scheduled stops, all in Arkansas: Kensett, Newport, Hoxie, and Knoble. The stops were included in the trains running time, which allowed 24 minutes for the necessary station work and engine service. This would give the varnish, if not delayed, just three hours and 58 minutes to reach Poplar Bluff on schedule.

You had to be good to keep such a train on time, and as it was extra heavy that day the chief had decided not to wait for No. 116. This decision was now threatening his very job. But Charley Boone wasn't worried. He had just finished checking over the 5508 when the delinquent No. 116 rolled into

Union Depot. Minutes later, the skipper on the Passenger Extra 5508 North gave him a highball.

Before the second beep of the air whistle faded into the late afternoon air, Charley cleared the cylinders on his high-wheeled Atlantic. He raised his six-foot frame off the seatbox and opened the throttle before sitting down again. The stack talk told the dispatcher that Charley Boone was on his way. As the 72-inch drivers bit into the well-sanded rails, the hogger pulled out his open-face "Railway Special" Hamilton Watch. His cold gray-blue eyes became slits as he noted the time, 4:10 p.m. One hour and ten minutes behind No. 28.

"You won't have to shake her grates today," he called out to his fireman above the roar of the 5508's stack as they blasted across the Baring Cross bridge. "I'll keep them shook up for you."

Before Passenger Extra 5508 North cleared the Fort Smith Crossing in North Little Rock, the operator at Bald Knob, 55 miles up the line, had OS'ed No. 28 by as being on time. Now if No. 28's big Pacific was doing well, Charley on his high-wheeled Atlantic was flying. While going through Olyphant, the injectors on the 5508 broke, indicating they were out of water.

"We'll let her moult till it falls out," he said loudly, it was a homey expression he used sometimes when things went wrong. He shut off while crossing the White River Bridge at Newport, with just a bubble of water showing in the glass.

"Half a tank," he yelled instructions to the ashcat, who was scampering over the dusty coal pile. We'll get a tank of coal and full tank of water at Hoxie, then go on to the Bluff.

Long before the needed half-tank was received he called in the flagman and then, on signal from the skipper, blasted away from Newport. By the feeble glow of the small 15-watt train order light above his head, Charley checked his time: 5:25 p.m. Twenty minutes behind No. 28.

As the special thundered away from Newport the trick dispatcher at Little Rock was clearing the road for Charley.

With a crisp voice he called out for the operators at Poplar Bluff and Knobel to copy "31" orders. On their responses he then instructed Hoxie to copy a "19" for Charley.

Trains No. 28 and 25 normally met at Neelyville, Mo., with No. 25 in the hole for the "Cannonball". But tonight the dispatcher did some fancy figuring. The "31" for No. 28 at Knobel was a restricting order, thus requiring the signature of the conductor and engineer he was putting in the hole for No. 25 at Neelyville. Then he issued a "31" to the operator at Poplar Bluff relegating No. 25 onto the siding at Moark, the first siding south of Neelyville for Passenger Extra 5508 North. Finally a "19" to the Hoxie operator for Charley Boone on the 5508 for his meet with No. 25 at Moark.

Charley roared into the town of Hoxie where he spotted the 5508 under the coal chute for fuel and water and got down on the ground with his long-neck oil can to give the running gear a shot of lube oil. While he was calling in the flagman, his skipper came out of the Hoxie telegraph office and handed him a fist full of "19" orders, saying: "we meet No. 25 at Moark, with us on the main. Then 28 and 25 meets at Neelyville with 28 in the hole. Looks like a close meet for us at Moark."

"Charley nodded, "We'll make it."

Almost immediately afterward the 5508 shot over the Frisco crossing at Hoxie. After fussing about the delay that the 55 mph. track caused between O'Kean and Peach Orchard, he gave the little high-wheel lady her head the very second the flagman on the rear coach gave him the signal that the speed limit was once again 65 mph. and the Passenger Extra 5508 North stormed through Knobel, chasing No. 28's markers.....

The meet with No. 25 at Moark did not delay the 5508, the south-bound was in the clear at Moark five minutes before Passenger Extra 5508 North blew the meeting point signal at the Mile Board.

Charley Boone had kept his word to the Chief Dispatcher. He was shoving No. 28 into Poplar Bluff from Harvill. Two hours and 54 minutes

they had run with three stops, (the operator at Harvill, according to the rules had kept a 10 minute block between No. 28 and Passenger Extra 5508 North there), averaging better than 72 miles miles per hour.

Charley Boone was registering on the rest book in the big brick depot at Poplar Bluff when Train Master Ridling approached him saying curtly: "Mighty fine run, Charley, but wasn't it a little too fast?"

The hogger's clear cold eyes bored into the face of the brass collar without flinching. He gave his six-foot frame a extra inch filling out his bib overalls with a deep breath.

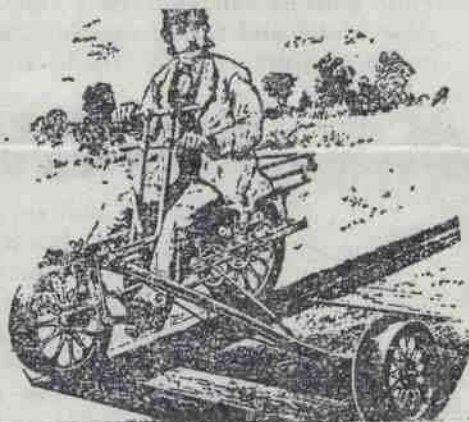
"I had my orders sir," he replied, "I always follow orders. Besides, Mr. Baldwin wanted those four passengers in St. Louis for the Alton tonight

at midnight. In helping to get them there I only did my part to make the Missouri Pacific Railroad a "Service Institution." CHARLEY BOONE AND THE 5508 WAS FIRST PRINTED IN RAILROAD MAGAZINE AND CARSTEN PUBLISHING COMPANY HAS THE COPYRIGHT AND IS RE-PUBLISHED IN THE ARKANSAS RAILROADER WITH THEIR PERMISSION, CHARLEY BOONE AND THE 5508 WILL BE IN MY FORTH COMING BOOK, "MEMORIES OF MY LOVE AFFAIR WITH THE BLUE AND GOLD".

E. A. Hille, Arkansas Railroad Club member, a retired Locomotive Engineer for the Missouri Pacific knew Charley Boone and supplied me with some of the facts of Charley's personalities. Records indicate that the Missouri Pacific ran the Passenger Special on into St. Louis Union Station with the three cars and four passengers as a Second No. 28. YES!!! the passengers made C. & A. No. 8 that night. William Church, Ret. MoPac. Condr.

THE END

JERRY, GO AND ILE THAT CAR



Come all ye rail-road men and listen to my song.
It is of Larry O Sullivan, who is now dead and gone.
For twenty years a section boss, he never lined a car,
And it's joint ahead and center back,
and Jerry, go ile that car.

For twenty years a section boss, he worked upon the track,
And be it to his credit, he never had a wreck.

For he kept every joint right up to point with the tap of a tamping bar,
And while the boys would be shimmying up the ties,
Jerry, go and ile that car.

'Twas in November, in the winter time, and the ground all covered with snow.
"Come, put the hand car on the track and over the section go."
With his big soldier coat buttoned to his throat, all weather he would dare.
And it's Paddy Mac, would you walk the track?
And Jerry, go ile that car."

"Give my respect to the roadmaster," poor Larry he did cry.
And lay me up that I may see the old hand car before I die.
Then lay the spike maul on me chest, the gauge and the old claw bar,
And while the boys would be filling up the grave, oh,

JERRY, WOULD YOU ILE THAT CAR.

HOT SPRINGS



NATIONAL PARK, ARK.

The nation's first National Park and a leading health and pleasure resort, Hot Springs is served by the Missouri Pacific Lines. Each winter and spring season its popularity increases among seekers after health and pleasure.

Your patrons will appreciate your sending them to Hot Springs for their winter and spring vacations, and they will thank you for adding to the pleasure of their trip by routing them Missouri Pacific Lines.



MISSOURI PACIFIC SERVES MANY WINTER VACATION RESORTS

The winter and spring vacationist who seeks a warm, balmy climate has a wide range of resorts from which to choose in the territory served by the Missouri Pacific Lines. In addition to Hot Springs there are New Orleans, San Antonio, the Texas Gulf Coast, the Rio Grande Valley, Mexico and Arizona-California, all splendid resort cities and sections where the sun shines all day long.

P. J. NEFF
 Assistant Chief Traffic Officer
 1601 Missouri Pacific Bldg.
 St. Louis, Mo.



"A Service Institution"

(CLUB NEWS continued from Page 2)

1991 DUES ARE PAST DUE. Dues for 1991 WERE 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 - Please continue to send in railroad-related stories for your town or area. That is the only way we will have of knowing what's going on railroadwise around the state. Your story WILL be used, no matter how small a news story it is. Either send in the original newspaper clipping or summarize it for me to put in the "RAILROADER." Thanks. Sent news to: ATTN:Editor, ARKANSAS RAILROAD CLUB, PO 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.

1991 NATIONAL NRHS CONVENTION PREVIEW - It will be held in Huntington, West Virginia August 7-10. Events scheduled are: AUG. 7 - N&W 611 excursion to Iaeger, WV. AUG. 8 - tour CSX Huntington shops; side-by-side excursion on CSX with ex-NKP 765 and ex-Pere Marquette 1225 to St. Albans, WV; a night photo session featuring #765, 1225, the CSX "F" units Nos. 116-119 and N&W 611. AUG. 9 - steam excursion from Kenova, WV to Portsmouth, OH. AUG. 10 - doubleheader with #765 and 1220 on roundtrip between Huntington and Hinton. Pre-registration flyers will be mailed out in January with pre-registration forms mailed by March 31. (I'll bring these to our meetings if I receive them). FUTURE CONVENTIONS: 1992 (San Jose, California, July 22-26); 1993 (Chicago, July 14-18) - (WHITE FLAG EXTRA)

A. B. SIMPKINS MAKES FRONT PAGE - (Carlin, Nevada) - Club member A. B. "Boomer" Simpkins has lived in Carlin, Nevada since 1946, but still calls Harrison, Arkansas home. He was born in Harrison in 1928 and was nicknamed "Buck" because his mother told his brothers that he came from Sears-Roebuck. He later was nicknamed "boomer" because of his railroad job. His father worked for the Missouri & North Arkansas in the 1940s and he worked for the Southern Pacific for 43 years and 10 months, before retiring August 8, 1990. His life's story was printed on the front page of the Carlin, Nevada FREE PRESS last November 20. His address is P.O. Box 162, Carlin NV 89822.

AUSTIN BARR'S RAILROAD - Club member Austin Barr of Weiner, Arkansas owns his own 1-1/2" scale railroad. His road consists of a 4-8-4, 3 gondolas, caboose and 1,000 feet of track. He'd like a visit. His address is P.O. Box 406, Weiner, AR 72479.

ARKANSAS RAIL NEWS

ARKANSAS DEPOTS UPDATE - According to Lee Haltom of Lewisville, Arkansas, the old Cotton Belt Depot from Buckner was moved to Lewisville about 1960-63 and is now located near the west end of the city limits of Lewisville. It can be seen easily from Highway or the Cotton Belt. It was only about 200 feet off Highway 82 on the right side going west to Texarkana. He looked at the depot on January 1, 1991 and it was in good condition. It has been repainted near the original railroad color. It is now owned by George Jett of Lewisville.

ICE CAUSES DERAILMENT -(Pottsville) - Ice in a switch caused three engines of a Union Pacific coal train to derail Saturday, December 22

near the west Arkansas town of Pottsville (home of club member George Jones). Temperatures at the time were in the teens and many roads were sleet covered in the state. (Russellville COURIER DEMOCRAT, December 24, 1990 sent in by George Jones)

The following is quoted from "Cinders From The Smokestack," December 1990, the monthly publication of the Heart of Dixie Railroad Museum in Birmingham, Alabama. It was written by its editor, Stephen E. Morse, a Presbyterian Minister. He was writing about a trip on Amtrak's "Crescent Limited" to New Jersey:

On nearing the end of his 2,000-mile trip, Mr. Morse writes: "It is time for a brief worship service and I am reminded of the inscription on Rio Grande Zephyr Menus which I believe was a tradition begun on the California Zephyr Dining Car menus. At the top of the menu were these words - 'As you travel over this bountiful land of ours, may you be ever reminded of the grace Almighty God has bestowed upon us. Let us acknowledge our debt to Him with prayers of thanksgiving.' My worship includes prayers of thanksgiving that passenger trains still run in 1990 and that they afford me and others the opportunity to see so much of this 'bountiful land of ours' than we would otherwise be able to see. I have been blessed with total relaxation and an experience free from stress. I am convinced that I have added years to my life."

RAILROAD IN THE WOODS - (Dover) - Ron Esserman and his wife Wandalene have lived in the woods north of Russellville for many years, but their's isn't only a house in the woods. He has, over the years, built a 15-inch gauge railroad that runs about a mile around his 70-acre property. He uses the rail line to haul hay to cattle and haul people. His locomotive is powered by a Ford Pinto motor that can haul 4 tons up a 4 percent grade. He has spurs to his barn and seems to be having a great time playing with trains. His wife has a hobby making hand puppets. (Russellville COURIER DEMOCRAT, December 24 by Kathleen Hollabaugh sent in by George Jones of Pottsville)

VIDEO CATCHING CROSSING VIOLATORS - (Jonesboro) - The Burlington Northern and Jonesboro Police have installed a video system to catch motorists ignoring crossing signals at a crossing there. An electric beam crosses the road when the crossing gates go down, and if a car passes through this beam, a video camera is activated which gets the car's license plate number along with the date and time. (Jonesboro newspaper article sent in by Austin Barr of Weiner, Arkansas)

GENERAL RAIL NEWS

CROSSING SAFETY GOES VIDEO - Beginning in July, 1991, the Federal Railroad Administration will begin sending railroad safety messages to about 2,000 Kansas law enforcement agencies via a satellite uplink. It would be a part of regular training programs now being used by those agencies. It really expands rail-safety messages in Kansas. (SUNFLOWER STATE SIGNAL, Winter 1990)

JIM JOHNSON LONG INVOLVED IN CROSSING SAFETY - Our long-time friend and club member Jim Johnson, Southern Pacific Public Relations manager, has been involved in grade crossing safety since at least 1967, long before Operation Lifesaver officially got off the ground. In 1967, while a switchman for the Burlington Route, he witnessed a grade crossing accident that took the lives of three parents of players on a grade school basketball team, for which he served as coach. Struggling with the memory of that tragedy, he sought every opportunity to prevent further accidents and is now editor of Operation Lifesaver newsletters in Texas, Kansas, and Missouri.

Mr. Johnson became an operating officer with the Rock Island in 1970, then worked for the Houston Belt & Terminal Railway from 1975

until 1979, when he joined Southern Pacific.

He is proudest of his crossing-safety work, not the state or national scope of it, but of the effect his work has had in his own family. His youngest of three daughters, Jennifer (a senior varsity basketball player at Blue Valley North High School in Kansas City) said, "I always watch for trains at crossings, but even when I'm riding with someone else and we come to a crossing with only a crossback warning sign, I make them stop and check for trains. I tell them, 'can you imagine how much trouble my Dad would get into if his daughter got killed by a train?' Johnson says that that is pretty convincing testimony of his work. (SUNFLOWER STATE SIGNAL)

If you start backing away from knowledge, there is no end to it.

1894 TELEGRAMS FOUND - (Tonganoxie, Kansas) - Tonganoxie, Kansas's former Union Pacific depot has been renovated into a private business by Steve LaForge. That's not so unusual, but the fact that he and his partner found over 500 hand-written telegrams from 1894 inside its walls was unusual. They are trying to piece together what some of the telegrams mean. One telegram talked of kinked rails and another talked of labor troubles, with trains not being able to pick up livestock. One telegram advised a woman bound for Portland, Oregon that her brother had returned and pleaded with her to "come back." Also found in the walls were some old ticket stubs and receipts.

LaForge and his partner bought the depot, one of the oldest wooden depots still standing at its original location in Kansas, in 1989.

They believe the old telegraph messages were stored in shelves and may have been accidentally plastered in the walls when the depot was remodeled in 1897. (KANSAS CITY STAR, December 20, 1990 sent in by Frederick W. Rick)

RECORD INTERMODAL UNITS - Southern Pacific shipped one million intermodal units in 1990, a company record. This type of shipment account for 27 percent of SP's total carloads. (SP UPDATE, 12/19/90)

GRAFFITI WRITER CAUGHT - (Los Angeles) - Daniel Ramos, alias "Chaka," was caught in December and charged with defacing \$500,000 worth of Southern Pacific cars. He could get up to 24 years in jail.

MOVIE SET BURIED - (Guadalupe, California) - Back in 1923, Cecil B. DeMille made the movie "The Ten Commandments" on a desert setting in California. This set was buried after usage because it was cheaper to do so. Southern Pacific was the railroad that brought these sets (massive sphinx structures) to this area 70 years ago. SP moved the 21 four-ton sphinxes, more than 2,500 actors and crew, 3,000 animals, food and equipment, and 500,000 feet of lumber north from Hollywood, about 200 miles away. When DeMille was through, he simply buried the set. Today a bank has financed radar work to try to find this set. (SP UPDATE, 12/19/90)

RAIL LINE TO HOUMA, LOUISIANA ABANDONED - Not all short line operations can make a go of it. The ex-Southern Pacific line to Houma, Louisiana was to be abandoned January 9th by the Louisiana & Delta RR. They just could not build any business. The short line still operates five other ex-SP branches. (RAILS, December 21)

SANTA FE BRANCHES BECOME SHORT LINES - By the middle of January, three Kansas and Oklahoma Santa Fe branches were to begin operation by the South Kansas and Oklahoma Railroad. The branches are: Wellington-Chanute, Kansas; Iola, Kansas-Tulsa; Cherryvale-Coffeyville, Kansas. (RAILS, December 21, 1990)

MEMPHIS TROLLEY WINS CITY COUNCIL VOTES - (Memphis) - In early December, the Memphis city council voted to fund the downtown trolley

project as well as the Mid-America Mall redevelopment. Costs are estimated at \$33 million. The trolley line is expected to help bring in tourist dollars to the downtown area, running between the Great American Pyramid near Mill street southward to near Central Station on Calhoun Street. It will run through the Mid-America Mall area. The trolley will line major tourist attractions, such as Beale Street.

Memphis isn't the only city planning restoring trolley lines downtown. Other cities include Portland, Oregon, Cincinnati, Baltimore and Cleveland. Other cities that have trolleys now are New Orleans, San Francisco, Dallas, San Jose, Galveston, Denver, Detroit and Seattle.

Construction on the Memphis trolley is scheduled to begin February 1 with the cars starting to run by February 1992. (Memphis COMMERCIAL APPEAL, December 13, 1990 sent in by David M. Johnston)

RAIL STRIKE DELAYED - A possible rail strike has been delayed until at least February 15 by President Bush. Labor and management were reported far apart on health care and crew size issues. (SP UPDATE, January 3)

AMTRAK NEWS

TRAIN OF THE YEAR - Amtrak's "SAN JOAQUIN" was named the 1991 train of the year by Amtrak. This train is pictured on Amtrak's 1991 calendar. To get one of these calendars, send \$5 to Amtrak Distribution Center, PO Box 7717, Itasca IL 60143.

AMTRAK RIDERSHIP BY ROUTE/AREAS

| | <u>OCT 89</u> | <u>OCT 90</u> | <u>% CHANGE</u> |
|------------------|---------------|---------------|-----------------|
| NE CORRIDOR | 965,211 | 956,709 | -0.9% |
| SHORT DISTANCE | 371,170 | 396,888 | +6.9% |
| LONG DISTANCE | 425,961 | 470,078 | +10.4% |
| "Eagle" | 10,557 | 15,015 | +42.2% |
| "Sunset" | 8,203 | 7,755 | -5.5% |
| "City N Orleans" | 14,847 | 16,125 | +8.6% |
| SPECIAL TRAINS | 5,465 | 6,884 | +26.0% |
| <u>TOTAL</u> | 1,767,807 | 1,830,559 | +3.5% |

Amtrak had an average of 171.0 passengers on its trains at any one time in OCT 1990. (The "Eagle"/"Sunset" had an average of 165.3 passengers on board).

Amtrak was on time 79.0 percent of the time in OCT 1990 (The "Eagle" was on time 53.2 percent of the time).

NEWS UPDATED through January 15, mailed January 18. Deadline for the March issue is February 15.

MORE LAST MINUTE CLUB NEWS - An invitation has been sent out by Dick Davis to the National Railway Historical Society inviting them to come to Little Rock in 1993 or 1994 for one of their Board of Director's meetings. This invitation was sent out in early January.

AETN NOT SHOWING RAILROAD SHOW - Apparently, AETN, the educational television stations in Arkansas, decided not to show a 13-part railroad/model railroad series funded by Trains Magazine and it was suggested that Dick Davis write them a letter asking them to do so and that the club might help fund it. If you'd like to see this series (I don't have all the details), you can write them at AETN, 350 S Donaghey, Conway AR 72032 or call 682-2386.

819 HOUSTON TRIP PLANNED - Cotton Belt's 819 steam engine may have an excursion from Pine Bluff to Houston, Texas via Shreveport in early June, but the date has not been confirmed yet. The engine will also make another trip to Tyler in the Fall. More details when confirmation of this trip is made.

NEW SHORT LINE - The Delta Southern began operating over former Missouri Pacific tracks between Huttig, Arkansas and Monroe, Louisiana on Monday, January 7. This news via Bart Jennings.

B.C. RAIL'S ALCOS have been seen going through Arkansas in early January on their way to Mexico.

JLC&E No. 34 GETS DECORATED - (Victoria, Arkansas) - Former Jonesboro, Lake City & Eastern steam engine No. 34 always gets decorated at Christmas, a tradition that goes back for years. The engine became part of the Frisco in 1950. It now sits in the middle of this small town. Mrs. Victoria Hope, whose family owns the engine and tender and whose great-grandfather R.E.L. Wilson owned the JLC&E, said it was given to her father when the Frisco began tearing up the tracks in Northeast Arkansas in the 1960s. (THE JONESBORO SUN, December 23, 1990 by Donna Loyd sent in by Austin Barr)

VETERAN PETER McCANN sent Bill Church some interesting stories, which I'll put in a future RAILROADER. One thing he said comparing today's Middle East crisis with World War II was that no one felt sorry for them back then in the burning heat or the cold in Khoramshar, Iran when they had open English tents to sleep in and ate goat meat for two meals a day. He's satisfied, though... "We had our day and we're still here." Peter's address: 825 Bayfield Dr, Colorado Springs CO 80906.

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

ARKANSAS RAILROAD CLUB
ATTN:Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, FEBRUARY 10 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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

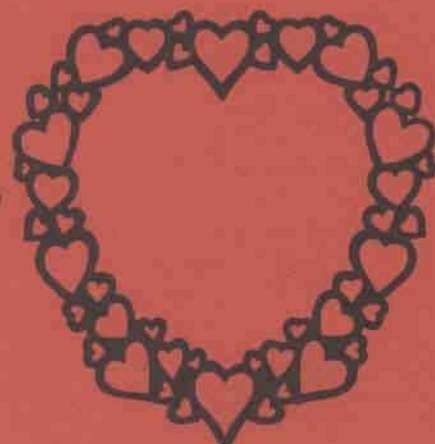
If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

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).



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

Newsletter phone: (501)-758-1340



Attn:Ken Ziegenbein, Editor
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