



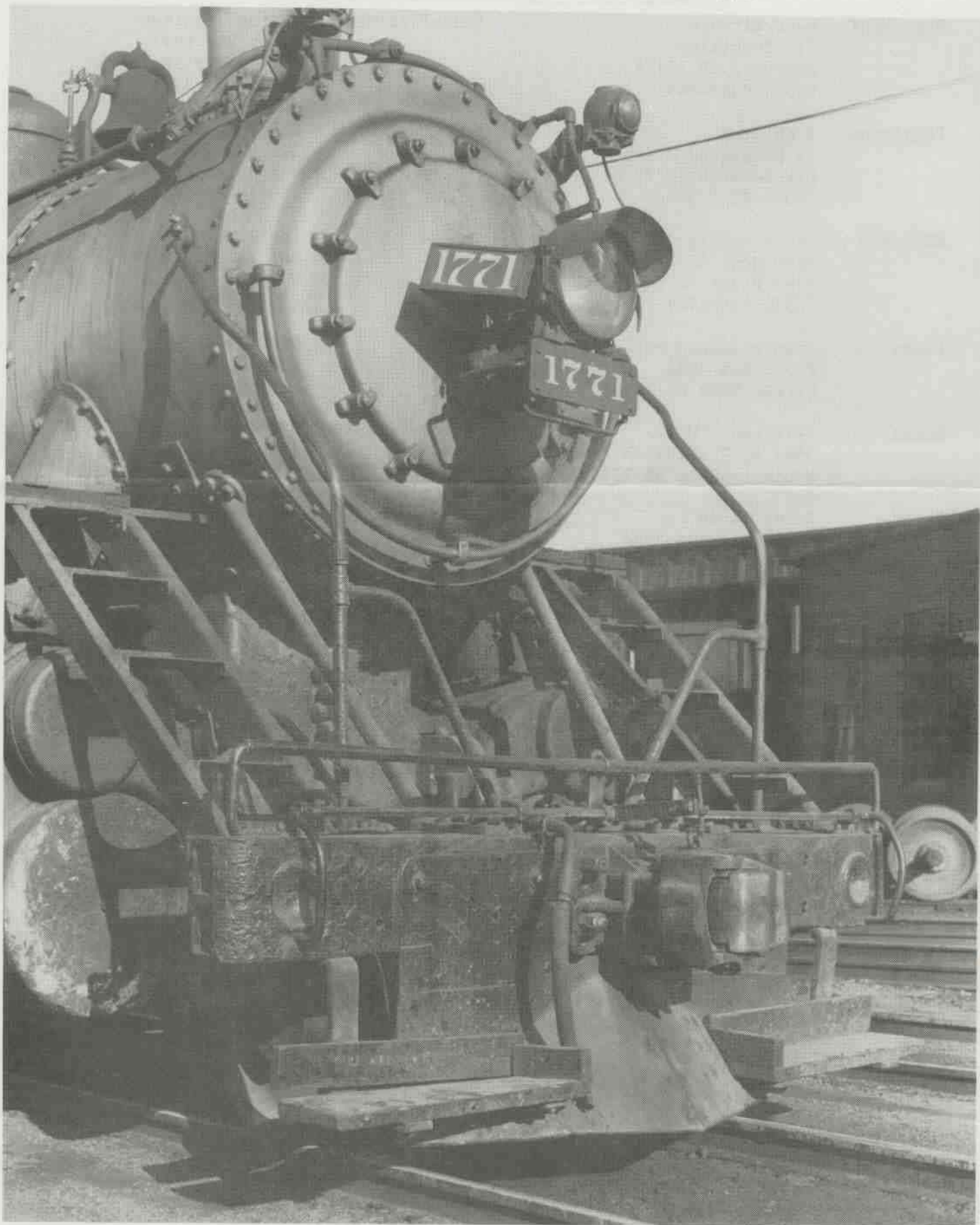
ARKANSAS RAILROADER



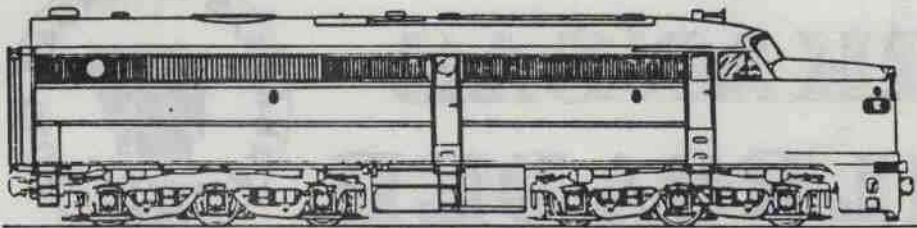
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 21 NUMBER 1

JANUARY 1990



ROCK ISLAND ENGINE #1771 (2-6-0) at Biddle Yards in Little Rock, May 2, 1948, several hours after brakeman W. W. "Red" Aley apparently fell to his death from the right-front foot board of the engine while switching in Hot Springs before dawn that day. The whole story by L. T. Walker is inside. (Official investigation photo from the files of L. T. Walker and G. A. Inman)



ALCO PA-1

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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OLDEST MEMBER CELEBRATES BIRTHDAY - The oldest member of the Arkansas Railroad Club (we think) just celebrated his 90th birthday December 3. He is none other than WILLIAM HARRIS of 5 Chad Court, North Little Rock Arkansas 72118. He was born in 1899 in Jackson, Tennessee. He worked for the Missouri Pacific from 1924 until his retirement in 1964. He is still quite active.

DUES....DUES....DUES....DUES....DUES....DUES

----- 1990 Arkansas Railroad Club dues are now due (by January 1). Please send your \$10 (Arkansas residents) or \$7.50 (out-of-state) dues to our treasurer Dick Byrd, 12 Flintwood Drive, Little Rock AR 72207 to continue receiving the "ARKANSAS RAILROADER" and be kept advised on possible future train excursions, 819 news, etc. If you'd like to join or renew your membership in the National Railway Historical Society at the same time through our club, send in \$12 extra. DO NOT SEND DUES TO THE CLUB'S POST OFFICE BOX!!! That will only delay our processing of your check by at least a month. Thanks.

MEMBER BILL BAILEY NEW 819 CHAIRMAN - At our November meeting it was learned that Bill Bailey is now the new Chairman of the Board of the Cotton Belt Rail Historical Society (famous for the SSW #819). He will endeavor to keep us informed on 819 trips/news over the year.

NEEDS KCS FILES - Bill Bailey needs Kansas City Southern files, magazines, consists, anything from 1903 to about 1917. If anybody has any information on the KCS during this time frame, contact Bill at 8318 Reymere Drive, Little Rock AR 72207.

**A FATAL LAST RUN FOR A
ROCK ISLAND BRAKEMAN - Walter Wilson (Red) Aley**

by: L. T. (Tilly) Walker, Rock Island conductor, retired

On a nice warm day, April 30, 1948, the crew and myself were called at Biddle Yard by Crew Dispatcher for a run to Hot Springs, Arkansas. We were to take the Hennie Brothers Show from the show spur up to Hot Springs for a show that night. This show had winter quarters in Hot Springs. They even had their own tracks. The show consisted of 33 coaches and flatcars. They would repair all the equipment through the winter months.

The crew consisted of Conductor Henry Adams, Brakeman John Bentley, Rear Brakeman or Flagman Red Aley, Head Brakeman L. T. Walker, Swing Brakeman W. L. Armstrong, Engineer-Fireman J. D. Parker, Cecil Brakebill, and Engineer Pirice Perry.

We were called for 6 AM with a caboose and two engines, double heading. We had to have two engines account of the grades from show track spurs up to the yard at Hot Springs. We had a Rock Island 1700 class and a 2300 class. The 1700 being smaller, it was in the lead (it was a 2-6-0) and the 2300 was a 2-8-2.

After arriving at the show spur, we switched the cars out the way the show Trainmaster wanted. We made a drop on a flying switch as some would call it, so it would be on the rear of the cars to be shoved for about two miles to the yard where the train was unloaded, as the yard had only 6 tracks and a spur with short siding. It was quite a job to get the train unloaded.

Cars all had staff hand brakes, which we had to carry. Brake clubs were used to keep the brakes tight. You older railroad men have had the experience of a brake club I am sure.

The show cars were unloaded for the night performance, then Conductor Adams, tied us up for the night. We were to go on duty at four AM to load the show back up. Part of the crew slept on the caboose in the bunks and others went to the hotel. Some went up town for awhile and ate.

Called for four AM, we ate breakfast and started to work lining up the cars to be loaded. Things were going smooth, no trouble being swing brakeman. I was working under the direction of Conductor Adams, Show Trainmaster. Then the two brakemen were working with me as was the engine crews.

We were moving cars from one track to another after loading them. I gave Brakeman Aley a signal to connect to No. 2 track and when he got to me he said, "what do you want me to do?" I told him "to drag two and we would shove No. 3 track." He was on a foot board of the lead engine #1771. (See photo of this engine on the cover taken May 2, 1948).

The conductor was at the joint or coupling to be made so he made the coupling and cut the air. We handled the train with air. He then walked back to me and said, "Sausage," that was my nickname. He said for me to cut off the big 2300 engine and run it down the hill until we needed it again. I told the engineer I cut the rear engine off and gave him a back up signal, so he pulled away.

It was still dark enough we were using our lights and as the rear engine backed away I noticed a body between the rails. There were a lot of black men working around the show. I thought we had run over a black man. I used the light from my lantern to look at the body. He was black all over including his face. I called the conductor and he came down. I told him we had run over a black man. He took his own lantern and looked down at the body and said, "Oh my God, it's Red."

We all felt sick at his loss. He had fallen off or something, just 30 feet from where I last talked to him. The conductor thought he got off with me when I was telling him what we were going to do.

Coroner came down and ruled his death accidental, but the cause of his death will never be known except by the Good Lord above. This took place over 40 years ago, but I still think of it often. One never forgets when some of your fellow workers loses their life. I am sure other railroad men have witnessed the same thing I did that morning in Hot Springs, Arkansas.

Where the tragic accident occurred now is the sight of the Hot Springs Convention Center.

Red is gone but not forgotten. Out of that crew only Fireman J. D. Parker and this writer are still living. Red left a wife and two children. He was 38 years old.

- END -



The Dream that almost always comes true

You dream a lot of dreams when you are young. You grow up, and most of them never happen. Except this dream, which almost always comes true: to be a part of that wonderful world on wheels which used to stop in your town . . .



To go Pullman and watch America go by the big windows. To lean back in those luxuriously soft seats, tell the porter to bring a pillow for your head, and feel the wonderful relaxation setting in.



To go Pullman and "mix it" in the lounge car, enjoying the hum of voices, the adventure of meeting new people, the feeling of good companionship and security as the miles melt behind you.



To go Pullman and lie full length in that comfortable Pullman bed, almost hating to sleep, because sleep will shut out the lights and sounds of a train crossing your nation at night.



To go Pullman and arrive bright-eyed and well rested, right in the heart of town, convenient to everything. Almost reluctant to break the mysterious bond with this wonderful world on wheels which was your world for all too few exciting hours!

Your dream has come true again. You've gone Pullman once more. And—did you notice?—this time was as thrilling as the very first!

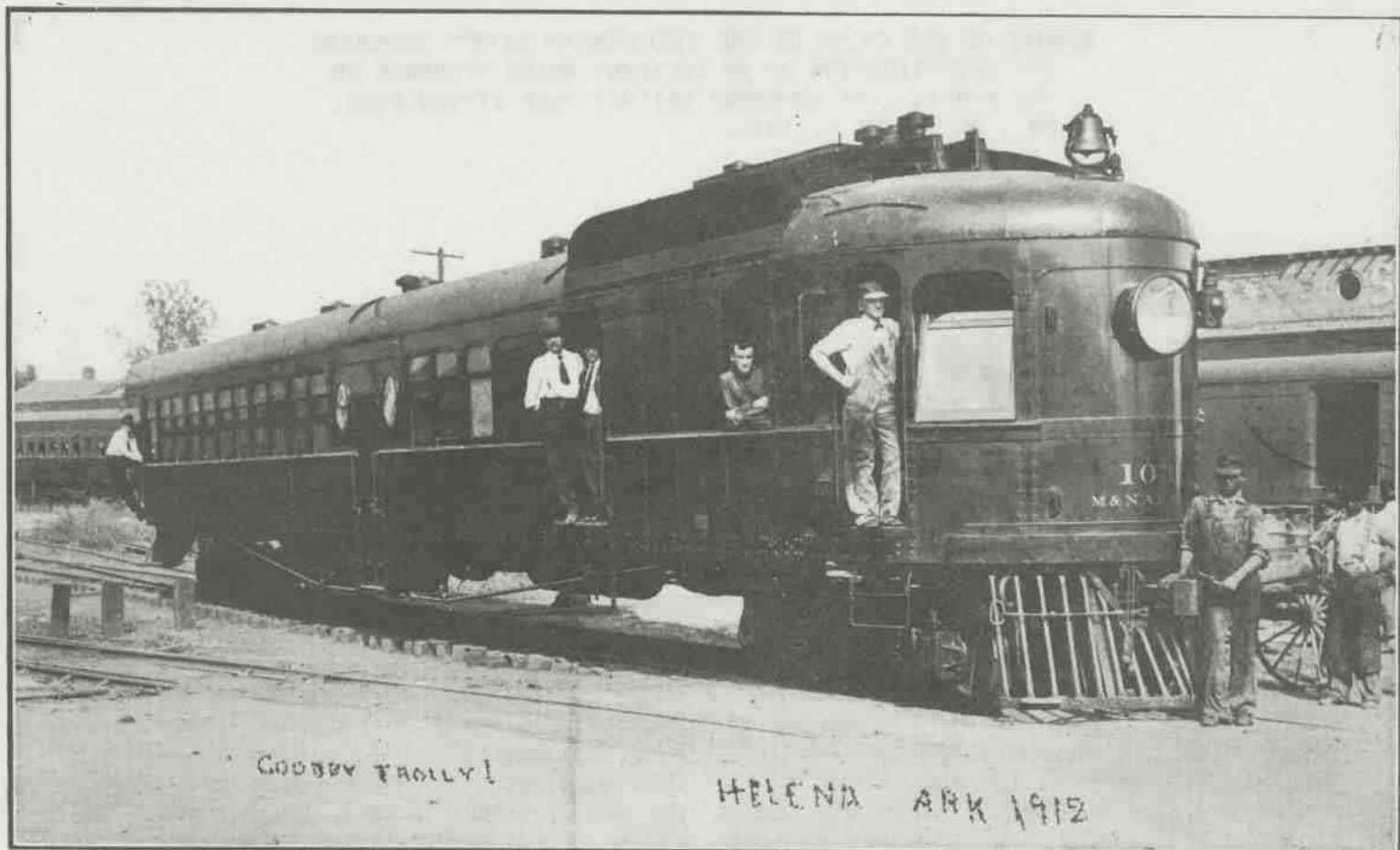
Thanks to BILL ELDRIDGE

Go Pullman

THE SAFEST, MOST COMFORTABLE WAY TO GET THERE!

Visit the Chicago Railroad Fair in '49—June 25th through October 2nd. Don't miss the Pullman Exhibit!

On August 5, 1914, there was tragic head-on collision between Missouri & North Arkansas Motor Car No. 103 (M&NA Train No. 209) and a passenger train of the Kansas City Southern Railway (first No. 56) near Tipton Ford, Missouri (8½ miles north of Neosho). The following few pages recap this tragedy, including the official, word-for-word report of the Interstate Commerce Commission.



TOP - Missouri & North Arkansas Motor Car No. 103 running southbound as Train No. 209 hit Kansas City Southern engine No. 805 (**BOTTOM**) running northbound as KCS First No. 56 near Tipton Ford, Missouri on August 5, 1914 at 6 PM. Top photo shows No. 103 in Helena, Arkansas in 1912 (Max Moore photo, James Fair and Johnnie M. Gray collections). Bottom photo shows KCS No. 805 in DeQuincy, Louisiana in July 1948 pulling KCS's famous "Flying Crow," Train No. 16 (Harold K. Vollrath photo, Bill Bailey collection). M&NA No. 103 was totally destroyed in the head-on collision, bursting into flames fueled by 105 gallons of gasoline from its' ruptured gas tanks. At least 43 died in the crash, most cremated by the intense heat and flames.

The following ICC report is from the KCS files of Bill Bailey:

C. WILLIAM WITBECK
INTERSTATE COMMERCE COMMISSION

REPORT OF THE CHIEF OF THE DIVISION OF SAFETY COVERING
HIS INVESTIGATION OF AN ACCIDENT WHICH OCCURRED ON
THE KANSAS CITY SOUTHERN RAILWAY NEAR TIPTON FORD,
MO., ON AUGUST 5, 1914.

SEPTEMBER 19, 1914

To the Commission:

On August 5, 1914, there was a head-end collision between a gasoline motor car and a passenger train on the Kansas City Southern Railway near Tipton Ford, Mo., resulting in the death of 38 passengers and 5 employees and the injury of 34 passengers and 4 employees. After investigation as to the nature and cause of this accident, I beg to submit the following report:

Missouri & North Arkansas passenger train No. 209, operating between Joplin, Mo., and Harrison, Ark., consisted of motor car No. 103, and was in charge of Conductor Nicholas and Motorman Ratliff. This train left Joplin at 5:30 p.m., 1 hour and 15 minutes late, and at 6 p.m. collided with train first No. 56 at a point about 3,500 feet south of the south switch at Tipton Ford while running at a speed of about 35 miles per hour. Motor car No. 103 was a gas-electric motor car of light steel construction, 70 feet long, weighing 47 tons, with a seating capacity of about 65 persons. It had a carrying capacity of 150 gallons of gasoline, and at the time of the collision carried about 105 gallons.

Kansas City Southern passenger train, first No. 56, operating between Heavenor, Okla. and Pittsburg, Kans., consisted of mail and baggage car No. 38, baggage and express car No. 21, baggage and express car No. 3, express car No. 1709, day coach No. 159, chair car No. 277, and one Pullman sleeping car, hauled by locomotive No. 805, and was in charge of Conductor Sisk and Engineman Brennan. Cars Nos. 38, 21, 1709, and 277 had steel underframes, while the remainder of the cars were of wooden construction. This train left Neosho, Mo., 8 1/2 miles south of the point of accident, at 5:40 p.m., 3 hours and 15 minutes late, and at 6 p.m. collided with train No. 209 while running at a speed of about 35 miles per hour.

Motor car No. 103 was totally destroyed. Locomotive No. 805 and two baggage cars broke from the remainder of the train, the locomotive telescoping the motor car about 20 feet and shoving it back 651 feet, where they came to rest in an

upright position with the rear wheels of the engine truck derailed and the front truck of the motor car pushed back under the car. The collision caused the pipes and tanks carrying the gasoline to burst, permitting its ignition, at once enveloping the entire car in flames, making the work of rescue impossible. Many of the passengers were burnt beyond recognition.

Illustration No. 1 shows motor car No. 103 being rolled over and pulled north 132 feet to clear the track. (Ed. note...illustration NOT with story...illustration was too dark for reproducing). Illustration No. 2 is a photograph of motor car No. 103 taken some time prior to the accident. (See another photo of No. 103 on previous page).>

The division on which this accident occurred is a single-track line, with train movements governed by the train-order system, without block signals. Missouri & North Arkansas Railroad trains operate over this line from Joplin, Mo., to Neosho, Mo., a distance of 19.6 miles under the operating rules of the Kansas City Southern Railway. The weather at the time was clear.

This accident occurred on a tangent 550 feet in length with practically level track. There is a 2 degree curve leading to the east 160 feet south of the point of accident, while 390 feet north of the point of accident there is a 5 degree curve leading to the east. Approaching the point of collision from opposite directions enginemen have an unobstructed view of each other for 900 feet. Illustration No. 3 is a view looking toward the south, showing the wrecked motor car and the curve near which this accident occurred.

On the day of the accident the dispatcher at Pittsburg, Kans., addressed train order No. 84 to train No. 209 at Joplin, the order reading as follows:

"First No. 56 meet No. 209 at Tipton Ford and wait at Tipton Ford until 5:50 p.m. Saginaw 6 p.m. for extra No. 563 south."

Operator Hadley, on duty at Joplin, stated that he handled several train orders for train No. 209 on August 5, including train order No. 84, all of which were delivered to Conductor Nicholas of that train and signed by the latter in his presence. He stated that he personally delivered two copies of train order No. 84 to Conductor Nicholas after receiving his signature, and produced carbon copies of this order bearing the conductors signature. He did not see the motorman at all and could not say whether or not the conductor delivered the order to him. He stated that this order was first signed by Conductor Gibson and made complete at 5:05 p.m., after sending his signature to the dispatcher at Pittsburg, Kans., and was made complete in the same manner at 5:08 p.m. after Conductor Nicholas had signed it. Operator Hadley further stated that the order numbers were placed on the clearance card, but did not know whether the conductor checked off the orders against the numbers thereon.

About 10 or 15 minutes after train No. 209 left Joplin he started to report that train to the dispatcher at Pittsburg, but noted that it had not been registered out, whereupon he informed the dispatcher of the fact, stating that it left at 5:30 p.m. to which the dispatcher replied "O.K." After the accident train No. 209 was registered by Mr. Lucas, superintendent of terminals. This was the first time he had known Conductor Nicholas to fail to register his train. Operator Hadley was positive in his statements that Conductor Nicholas signed the orders and received them, but stated that they were not read back to him by the conductor after he received them.

Train Dispatcher Sebring, located at Pittsburg, Kans., stated that he was on duty at the time of the accident and issued train order No. 84. This order was repeated back to him by Operator Hadley at 4:53 p.m. and made complete at 5:08 p.m., which is done on all orders of this kind after the conductors of the trains to which they are to be delivered sign them. About 5:40 p.m., he asked Operator Hadley for a report on train No. 209, and was informed that the conductor had failed to register it out, but that it left at 5:30 p.m. He asked Operator Hadley if the crew of No. 209 had received train order No. 84, and was informed that they had. He asked the operator to repeat the order, his object being to reassure himself that no mistake had been made. The first information he had regarding the accident was at 6:10 p.m. He further stated that he had transacted considerable train-order business with Operator Hadley and found his work to be first class.

Superintendent of Terminals Lucas, in the employ of the Joplin Union Depot Co., stated that Operator Hadley entered the employ of his company on July 25, 1914. He employed Operator Hadley upon his own statement of his experience and qualifications, and stated that his service was very satisfactory. He

further stated that he was personally acquainted with Conductor Nicholas and Motorman Ratliff and there was no question in his mind as to their qualifications. He was at his home when informed by telephone of the accident by the ticket agent at Joplin, and when he arrived at the telegraph office and looked at the train order register he noticed that train No. 209 had not been registered out. In order to keep correct the record of wheelage through Joplin Union Depot, Mr. Lucas registered train No. 209. He asked the operator for the orders for train No. 209, picked up order No. 84 and noticed the name of Conductor Nicholas on it, but could not say whether or not it was his signature. However, he was satisfied in his own mind that Operator Hadley delivered a copy of train order No. 84 to Conductor Nicholas.

Conductor Gibson, of extra 563, stated that his train arrived at Joplin about 4:40 p.m., and he went into the telegraph office at that place about 4:55 p.m. or 5 p.m. to register his train, and while there noticed a copy of train order No. 84. When he had finished registering he saw Conductor Nicholas and pushed the register toward him. After receiving train order No. 84, Conductor Gibson left the telegraph office about 5:05 p.m., and at that time Conductor Nicholas was standing at the register, apparently checking it. He did not see Conductor Nicholas receive a copy of train order No. 84.

Conductor Morris, of the Missouri, Kansas & Texas Railway, stated that he saw Conductor Nicholas in the telegraph office at the register table about 5:05 p.m. or 5:10 p.m., apparently registering his train, but could not say definitely what he was doing. He did not see him sign for any orders, but Conductor Nicholas was still standing at the operators counter when he left the office.

Conductor Hailey, of the Missouri, Kansas & Texas Railway, stated that he saw Conductor Nicholas in the telegraph office at Joplin about 5:20 p.m. or 5:25 p.m. He first saw him at the register and thought he was registering, but paid no particular attention to him. He saw Conductor Nicholas with a bundle of papers in his hand, could not say whether they were orders or something else. He saw Conductor Nicholas and a man he supposed was the motorman walk together toward train No. 209.

L. S. Wells, a hackman at Joplin, stated that he saw Conductor Nicholas at the operators desk at Joplin shortly after 5 o'clock and saw him reach over on the board in front of the operator and get some papers, but he did not know what the papers were, nor did he see him do any writing. He stated, however, that he did not know exactly what business Conductor Nicholas transacted with the operator.

Fireman Walters, of train first No. 56, stated that the speed of his train at the time of the

accident was about 35 miles per hour, and the engineman had only sufficient time to shut off steam, apply the air, and start for the gangway before the collision occurred. The gasoline tank on the motor car seemed to burst, throwing gasoline back over the locomotive and allowing it to ignite from the fire box. He was on the seat box on the outside of the curve and did not see the motor car until the engineman called to him.

Line foreman Laudeback, of the Missouri & North Arkansas Railway, stated that he was a passenger on train No. 209 at the time of the collision, riding on the rear platform, and had no warning of the collision, as there was no application of the air brakes prior to the crash. He stated that the whistle was sounded for Tipton Ford and train No. 209 passed there at a speed of about 35 miles per hour. He succeeded in rescuing several passengers from the motor car before the fire made it impossible to continue the work. He then went to a telephone and advised the railroad officials of the wreck. He knew both Conductor Nicholas and Motorman Ratliff well and considered them careful men.

This accident was caused by train No. 209 failing to wait at Tipton Ford for train first No. 56, as directed by order No. 84.

While at the hearing before the Public Service Commission of Missouri the question was raised as to whether or not the name of "Nicholas" on the carbon copy of train order No. 84, furnished by Operator Hadley, was the signature of Conductor Nicholas, there was no positive or direct evidence that the signature was not genuine. While a number of persons saw Conductor Nicholas with papers in his hand at the register and when leaving it, no person saw him sign or receive train order No. 84 except Operator Hadley, who is positive in his statements that he signed and received this order at Joplin. On account of the entire crew of train No. 209 being killed in the collision and their bodies cremated, no evidence is procurable as to the reason why the direction contained in order No. 84 was not obeyed by them.

Conductor Nicholas entered the service of the Missouri & North Arkansas Railroad as a brakeman on January 17, 1901 and was promoted to conductor on April 1, 1901. In June, 1901 he left the service, but was reinstated as conductor in April, 1902. On November 15, 1906, he was promoted to superintendent, but resigned that position September 12, 1908, and resumed work as a passenger conductor. His record was good.

Operator Hadley is 29 years of age and secured his first position as an operator in 1903, since which time he had been in the employ of eight different railroad companies. It further appeared that when he first became a telegrapher he was discharged by the Atchison, Topeka & Santa Fe

Railway at Holly, Colo. for failure to deliver a train order. He entered the employ of the Joplin Terminal Co. about July 22, 1914, and had been rendering satisfactory service.

This is the first accident investigated by the commission wherein a gasoline motor car was involved. On account of the fire caused by ignition of this highly inflammable substance, the casualty list in this accident was much larger than it otherwise would have been. The rapidly increasing use of these motor cars, carrying large quantities of gasoline, introduces such an additional element of danger as to demand extraordinary precautions against the possibility of collisions wherever such cars are used.

As previously noted, no block-signal system is in use on the Kansas City Southern Railway. It appears also from the facts developed in this investigation that even the inherently weak train-order system is not used at its highest degree of efficiency on this railroad. Rule No. 208 of the Kansas City Southern Railway book of rules provides for the placing of a meet order at the designated meeting point "when practicable." It was obviously not practicable to use the middle order in this case, for the reason that no operator was stationed at Tipton Ford.

The 20 miles of track between Joplin and Neosho is used jointly by trains of the Kansas City Southern and Missouri & North Arkansas Railroads. Four first-class and two third-class trains of the latter road are scheduled to pass over this section of track daily, subject to the operating rules of the Kansas City Southern Railway. There are two passing tracks between Joplin and Neosho and it must frequently become necessary to require trains to meet at those points, yet no operator is employed at either place, and it is thus rendered impossible to use the middle order at meeting points on this section of track.

Respectfully submitted.

H. W. BELNAP

Chief Division of Safety

The preceding was typed exactly as printed in the official ICC report of the Tipton Ford accident. However, as many of you know, there is still some question as to what actually happened that day. The following story by Bill Church (ANATOMY OF A TRAGEDY) gives another side to this story... interpreting order No. 84 itself.

ANATOMY OF A TRAGEDY

by

William Church

The account of the tragic head-on collision on August 5, 1914 in the October 1989 issue of the "ARKANSAS RAILROADER" taken from the "CROW" about the wreck on the Kansas City Southern at Tipton Ford, Missouri between Missouri & North Arkansas Railway Motor Car Train No. 209 and a Northbound Kansas City Southern Passenger train running as the 1st Section of a Time Freight between Neosho, Mo. and Pittsburg, Kansas should make all of us think how easy it is when a detour from the normal sets the stage for a tragedy.

The Interstate Commerce Commission and the Missouri Public Service Commission had their investigation on August 8, 1914, but failed to come to any conclusion of whose railroad employee was at blame for the accident, ruled that each railroad pay for its own property damage and liability claims.

While such a finding as that made by the Commission neatly wraps up the whole package as an unexplainable accident, maybe a study of the events leading up to the wreck at Tipton Ford, as related in James R. Fair, Jr. book, "The North Arkansas Line", and used in the "CROW" and the "ARKANSAS RAILROADER", will shed some sort of light on the cause of this accident in which a conductor, who was rated as one of the best on the M&N.A. Line, fell victim to the oldest trap in railroading, that of running a meeting point.

Much of the blame of the wreck was placed on the shoulders of the conductor on No. 209, S. A. Nicholas and engineer Ratliff because of their failure to stay at Tipton Ford until train 1st. 56 arrived. Evidently the Commission must have had some misgivings about the entire blame of the wreck being put on the Missouri & North Arkansas Railway, as they ordered each railroad to cover their own losses. What was the other evidence introduced in this hearing that brought the Commission members to to make this decision?

One of the rumors that arose in the wake of this wreck was that Telegrapher, William M. Hadley, who was on duty in Joplin Union Station at the time that the conductor on No. 209 called for his orders, had failed to deliver to him the Train Order that restricted his train at Tipton Ford, and forged the conductors signature on the meeting point order after the wreck.

Because of Hadley's past performance on the Santa Fe, where he had been dismissed for mishandling of train orders, the finger of suspicion was pointed at him. But was Hadley at fault? Let us see.

Joplin Union Depot in 1914 indeed was a very busy station serving none less than six railroads. A telegrapher had very little time while on duty to do anything but take care of his job, which made him a very busy man as he worked with the train dispatchers from the six railroads that operated trains in and out of there.

It is obvious from the record that KCS Train Dispatcher, W. R. Sebring had a messed up railroad on the afternoon August 5, 1914. The freight derailment at Gravette, Arkansas earlier in the day had delayed all trains on his district. No. 2 had been so badly delayed that it had lost its schedule (twelve hours late) and its passengers transferred to a following train that continued on its own rights.

To move No. 2's equipment to Kansas City with those passengers who had boarded at Neosho, Sebring operated it north of Neosho as a 1st 56. a second class train.

Trains coming south on Sebring's territory were Extra 563 South from Pittsburg and M.&N.A No. 209 from Joplin Union Station and he would put out train orders for their meets with No. 2's connection.

Some weeks before the M.& N.A. had changed their timetable schedule on No. 209, but the K. C. S. did not issue a new Employee Timetable covering the change in M. & N. A. schedules, instead they issued a Train Order daily to all trains informing them of this change. This order instructed No. 209 to run one hour and thirty minutes late between Joplin Union Station and Neosho and was commonly known as a "Run Late Order".

Sebring had No. 2's connection cleared as 1st 56 and would leave Neosho about the same time that M. & N. A. No. 209 was due to depart Joplin Union Station. His Extra South would be either right ahead or behind M. & N. A. 209 out of Joplin, depending what time he finished his work at Joplin.

To move the three trains with a minimum of delay, Sebring issued one Train Order to all three trains. On a Form 31 train order to 1st. 56 at Neosho and No. 209 at Joplin Union Station, and on a form 19 to Extra 563 South reading: "1st. No. 56 Engine 805 meet No. 209 Engine (Motor) 103 at Tipton Ford and wait at Tipton Ford until 5:30 pm Saginaw 6:00 pm for Extra 563 South."

The records do not dispute the fact that Conductor Nicholas was cleared at Joplin Union Depot with only three Train Orders, the "Run Late" and the Meet Order with 1st. 56 at Tipton Ford and Track Work information. If the above orders were all that Conductors Nicholas received from Operator Hadley, there very well could be something in the wording of the order for the meet with 1st 56 at Tipton Ford that were not consistent with the Standard Code of Rules and good railroading, which may have caused Nicholas to misunderstand the dispatchers instructions.

The first train named in the train order is the superior train. In this order 1st 56 was not superior to No. 209 by Class. Unless Sebring had issued such a right of track Train Order to 1st 56 over No. 209 Neosho to Joplin, No. 209 should have been the first named train, but no such order addressed to 1st 56 and No. 209 was mentioned. Sebring might have got by naming 1st. 56 first since 1st 56 was superior to Extra 563 South, and he could have had the right to name 1st. 56 first in the order.

The Train Dispatcher intentions in the order should be clear to prevent any misunderstanding by those who are to execute them. The "Meet Order" was cluttered up with instructions to three trains and inconsistent with the rules of Train Dispatching and was also a "Lap Order".

A "Lap Order" is when a train named in the order is to take the siding for a Superior Train, then in the same order is to hold the main track at that point for an inferior train. (1st 56 had to take the siding for No. 209 but had the right to the main line at Tipton Ford against Extra 536 South.)

A Form 31 Train Order is used when restricting the rights of a Superior Train. Since No. 209 rights were restricted at Tipton Ford by 1st 56, and 1st 56 rights were restricted at Tipton Ford and Saginaw by waiting there for Extra 563 South, the Form 31 was proper form to be used. The same was true for the order that restricted No. 209 to run one hour and 30 minutes late from Joplin to Neosho

If Operator Hadley and Dispatcher Sebring followed the procedures for handling of Form 31 Train Orders, which are different than those of handling Form 19, then Hadley is cleared of the charges of mishandling the orders.

A Form 19 Train Order was repeated back to the Train Dispatcher after the Operator had copied same. After repeating the order, the dispatcher would issue an OK followed by "Make Complete at that time", the Operator would repeat that back to the dispatcher with his name and time, then he was ready to ask for a Clearance Card for the train for whom the order was addressed. This

could be delivered to the crew of that train without stopping for the signature of the conductor and engineer.

A Form 31 had an entirely different procedure. The Operator did not repeat a Form 31 to the Train Dispatcher until the conductor signature and time signed was on the order, then, and only then would the Train Dispatcher give the OK and order it made complete.

From the records it would indicate that Operator Hadley had two 31's and one 19 Train Orders on his desk to be delivered to Conductor Nicholas on M&NA No. 209. The 31's, one for the Run Late Order and the other the Meet Order with 1st 56. The 19 was an order on track maintenance activity. The two 31's were not to be made complete by Sebring until Nicholas signed for them.

If the proper procedures by the Operator and Dispatcher were followed, when Conductor Nicholas arrived at the Telegraph Office in Joplin Union Depot and called for his orders, Hadley would have Nicholas read and sign for the 31 Orders. After receiving his signature on the 31 orders he would repeat both orders along with signature and time signed to the Train Dispatcher. Sebring would be following Hadley's repeat for accuracy of the copied orders and underline each word of the order as wrote in his Train Order Book. If the orders were repeated correctly, Sebring would make the orders complete. Then Hadley would clear No. 209 with what orders that were addressed to No. 209, and get Sebring's OK and time on the Clearance Card.

The question arose after the accident if Hadley had followed procedure in delivering the orders he had for No. 209. Some accused him of forging Conductor Nicholas name to the orders on his file copy. If so there was some sort of collusion between Hadley and Sebring to cover up a failure to deliver the meeting point order to No. 209. True Hadley and Sebring could have got their heads together after the wreck and Hadley forged Nicholas signature and time the order was made complete by Sebring, while Sebring could doctor his Clearance Book to show that Hadley had cleared No. 209 with this order. This is not entirely impossible. But is this case? I hardly think so for various reasons gleaned from my forty some odd years of railroading experience.

When I first read Dr. Fair's "The North Arkansas Line" and his account of the wreck at Tipton Ford, and the many times after that, the third train order that was addressed to Conductor Nicholas and the crew of No. 209 at Joplin always was a problem for me, but not until the account of this wreck was reported in the October 1989 issue of the "ARKANSAS RAILROADER" and not until I started to take it apart did I fully understand why. "I ALWAYS MISREAD THAT ORDER".

Why with all of my years of experience running a train under Train Orders Rules would I misread the order as issued to No. 209 that day? Maybe it was Sebring style of writing Train Orders had me confused. If the wording of the "Meet Order" confused me, did it also confuse Conductor Nicholas?

The order as issued and read after the fact is clear enough of what Sebring intentions were. He wanted Extra 536 to go as far as it could for 1st 56, thus the 5:30 pm wait at Tipton Ford and the 6:00 pm wait at Saginaw. Then without wanting to issue another Train Order used to same Train Order for 1st 56 and No. 209 to meet at Tipton Ford. By this order if Extra 536 could clear up in Tipton Ford passing track by 5:25 pm for 1st 56, Sebring tied his railroad up at that point because he put in this very same order that 1st 56 was meeting No. 209 at Tipton Ford. In absence of a train order stating otherwise, 1st 56 being the inferior train to No. 209 by class, would have to clear up in a passing track already occupied by the Extra 536 South.

No doubt this style of Sebring writing Train Orders caused many a conductor and engineer to take one of his Train Orders apart to get at the meat of the subject.

If Nicholas as he read the "Meet Order" and seeing the inconsistencies that

it contained, mistakenly formed in his own mind that Sebring wanted the crew on No. 209 to wait at Tipton Ford until 5:30 pm instead of meeting 1st 56 there, then the stage was set for a tragedy.

What about Engineer Ratliff understanding of the "Meet Order? Did he do as was required by the Rules read and discuss the order with his Conductor? If not, why?

I think the answer to the above questions can be answered in the reputation of Nicholas being a good Conductor.

As it so often is true, it is the good men that makes the costly mistakes, mostly because over the years they have been such a good man that his fellow employees never felt they had to check behind him.

Conductor Nicholas was that type of a Conductor, and having fixed in his mind that his train was waiting at Tipton Ford until 5:30 pm for 1st 56 instead of meeting him there, he told Ratliff his understanding of the order as he proffered the orders to him. Ratliff having heard Nichols explain his understanding of the orders and read into the orders what Nicholas told him and never caught the conductor's error.

If it was in Nicholas and Ratliff minds that they were waiting at Tipton Ford until 5:30 pm for 1st 56, instead of meeting 1st 56 there as the orders called for, they both knew that the time for the wait was up long before No. 209 arrived at Saginaw. This can explain why Conductor Nicholas failed to give Signal 16. (L), one long pull on the communication signal appliance, informing Ratliff they had a wait at the next station. The same can be said for Engineer Ratliff failure to give Signal 14 (n), two long and one short blast of the engine's whistle, leaving Saginaw, to call to the conductor's attention that they had a wait or a meet at the next station. It is evident to me that they both thought they had the right to go past Tipton Ford.

The Commissions that investigated the wreck were composed of men who had a superior knowledge of railroads and their operating rules. By their failure to put all of the blame on the Missouri & North Arkansas Railway Company for the wreck, when it was their employees who caused the collision, but ordered each road to pay for their own damage, they must have had some reason for it.

Could they have decided that the Kansas City Southern dispatcher style of Train Orders was such that they were hard to understand and not entirely clear to those who were to execute them, in this case, Nicholas and Ratliff, and this laid the groundwork for what happened?

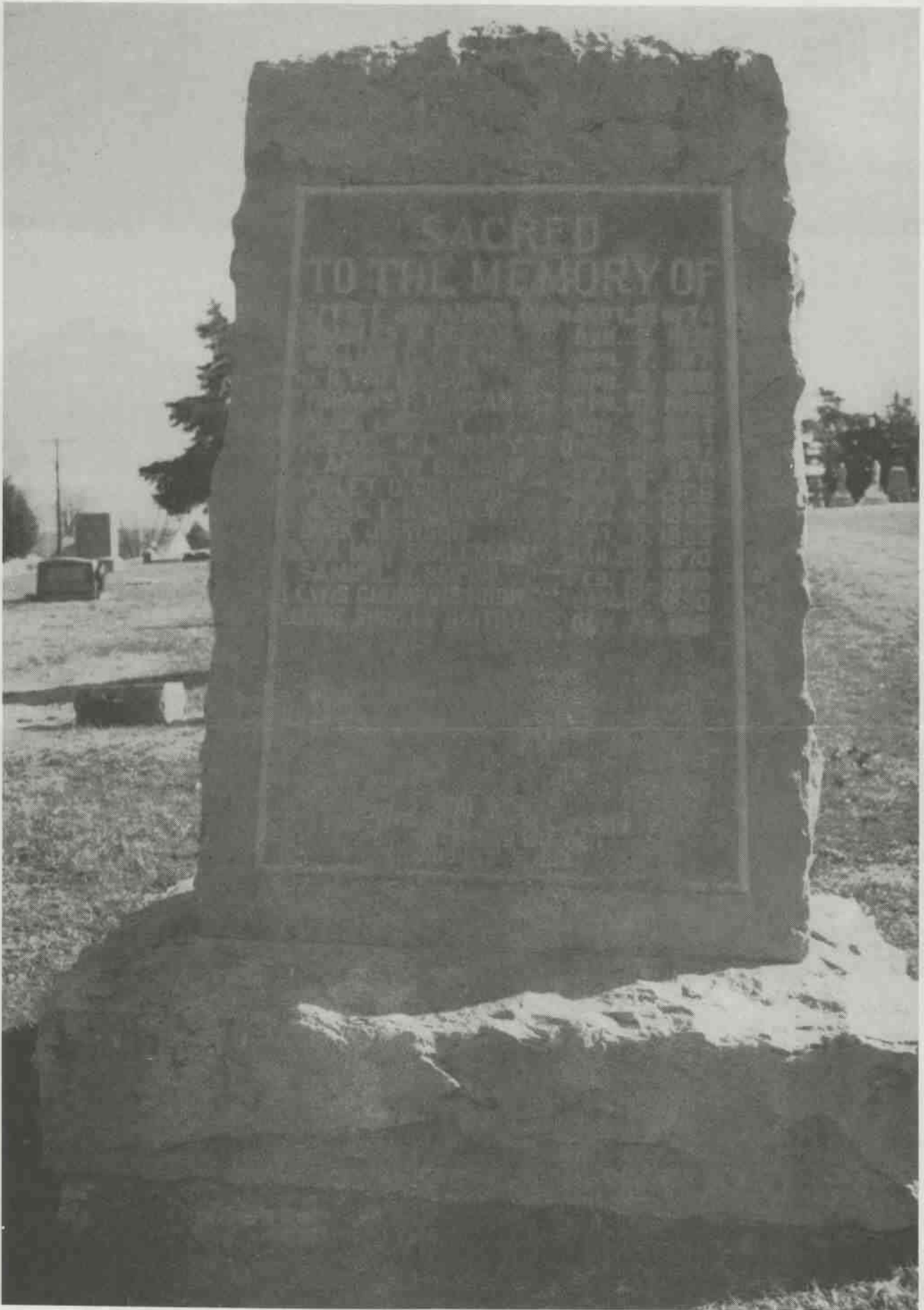
If my theory is correct, and from past experience I am convinced that I am correct. Then Conductor Nicholas, Engineer Ratliff and 43 passengers aboard No. 209 perished that night because of a badly worded Train Order that was then misread by the conductor and his engineer failed to catch his fatal error.

T H E E N D

EDITOR'S NOTE...In both the above story and in James Fair's book "North Arkansas Line," train order No. 84 reads: "1st No. 56 meet No. 209 at Tipton Ford until 5:30 PM Saginaw 6:00 PM for extra No. 563 south." However... in the official ICC report on the accident, this order read: "First No. 56 meet No. 209 at Tipton Ford and wait at Tipton Ford until 5.50 PM (NOT 5.30 PM) Saginaw 6 PM for extra No. 563 south." Was the ICC order a misprint? If not, would this extra 20 minutes mean anything in the investigation? Just a thought. Does anyone have a copy of the original order No. 84? Also...are any survivors of this crash still living today?

(More on next page)

On November 26, 1989, my wife and I took a short vacation in Southwest Missouri and I decided to visit the scenes of the August 5, 1914 disaster, namely Neosho, Tipton Ford, and Joplin, Missouri. The following pictures are from that visit:



On August 7, 1914, an estimated 10,000 people attended a funeral on the courthouse square in Neosho for 25 of the dead, who were then buried in a mass grave in the International Order of Odd Fellows Cemetary south of town. Here is that monument, taken on November 26, 1989. Names on it are: EFFIE F. JOHANNES (born 9-27-1874), CHARLES M. CLEAR (8-2-1875), WILLIAM C. CLEAR (1-3-1871), J.R. PATTERSON (4-2-1866), THOMAS P. DUNCAN (4-19-1882), ALICE LINDSEY (11-6-1864), HORACE M. LINDSEY (6-28-1897), J. ANDREW GILMORE (10-15-1871), VIOLET O. GILMORE (7-8-1906), JESSE E. KENNEY (1-12-1861), BURK JOHNSON (9-6-1859), CORA MAY ESKLEMAN (3-26-1870), SAMUEL H. SMITH (2-12-1899), LEWIS CRUMRINE HORNE (1-12-1890), LENNIE SHIRLEY HATFIELD (10-24-1861) "and others who lost their lives in Motor Car wreck August 5, 1914."



UPPER LEFT - "Tipton Ford" Highway 71 city limit sign heading south. **UPPER RIGHT** - About a half mile off of Highway 71 in Tipton Ford, Missouri, you cross the KCS tracks. This scene is looking south. M&NA Train No. 209 was running southbound about 35 MPH through this town and a few minutes after it went around the left-hand curve in the background it hit KCS passenger First No. 56 head-on. **MIDDLE LEFT** - The Odd Fellows Cemetary in Neosho, Missouri where a mass grave and monument still stand honoring 25 of the dead, some unidentified. **MIDDLE RIGHT** - Joplin Union Depot as it looks today (taken November 26, 1989). **BOTTOM LEFT** - Inside the falling-apart depot. Understand that an on-going project to renovate the 78-year-old depot into a commercial complex has developed into litigation between the contractor and developer. Most construction has been halted (as you can see by this picture). Lots of 1950s bills of lading were scattered all over the broken floor. This is the depot where train order No. 84 was supposedly given to Conductor Nicholas of the M&NA. **BOTTOM RIGHT** - About a block south of Joplin Union Depot I found this corner stone from the P. & G. R.R. 1893. Does anyone know anything about this building? (All photos taken Sunday, November 26, 1989 by Ken Ziegenbein)

From the ARKANSAS GAZETTE of Thursday, August 6, 1914 comes the following bit of information:

"**BEG TO BE KILLED** -- As the fire spread, many persons pinned under the wreckage begged to be killed. The fire spread so rapidly it was impossible for the uninjured to aid them.

When news of the wreck reached Joplin every available physician and nurse was rushed to a relief train. The injured were placed aboard and brought back to Joplin, and tonight the hospitals were crowded. Many of the dead were taken to Neosho, Mo.

The motor car was shoved back three hundred yards by the train, and was left suspended over the locomotive.

None of the passengers on the train was killed, although the engineer and fireman were injured. The passengers were thrown on the floor of the motor car and imprisoned by the seats, which were overturned.

J. J. Lauderback of Joplin, Mo., a passenger on the train, crawled through a window and saved nine persons pinned under seats in the train. A woman whom he dragged through a window, fought with him to be allowed to return to her child, which was caught under the wreckage."

On August 7, 1914, the ARKANSAS GAZETTE also had a list of the known dead and injured, which is reprinted here for possible future study and reference. The references to race in the article is printed as is:

"Of the 39 known to be dead only 20 have been identified, as follows:

Herbert Ratcliffe (should have been Ratliff), Eureka Springs, Ark., engineer; Frank Bradley, Eureka Springs, Ark., brakeman; Mrs. O. L. Eshelman, Dewey, Okla.; W. M. Embrey, Grandy, Mo.; D. H. Crumbaugh, Neosho, Mo., livestock agent Kansas City Southern Railway; S. A. Nichols (spelled Nicholas in the ICC report), Harrison, Ark., conductor on motor car; Mrs. George Johannes, Nevada, Mo.; T. O. Luscombe, Joplin, Mo.; Bert Johnson, Oklahoma City, Okla.; Mrs. Loran McClary, Carterville, Mo.; Mrs. C. L. Ashland, Dewey, Okla.; E. D. Gaitbright, Pullman conductor, Nevada, Mo.; Linsley Womar and son, negroes, Joplin, Mo.; Misses Morgan, sisters, Neosho; Frank Hutchinson, negro, Neosho; Ernest Wright, negro, Joplin, Mo.; Charles Clear, Joplin, Mo.; William Clear, Joplin.

THE INJURED: Among the injured who escaped through a seething mass of flames after the car ignited were: Andrew Gilmore, Sweetwater, Mo. (later died); Violet Gilmore, daughter of Andrew Gilmore (later died); Perry Duncan, Fairview, Mo.; Mrs. J. M. Harmon, wife of a banker in Neosho; Faye and Dorah Harmon, daughters of Mr. & Mrs. J. M. Harmon; W. P. Johnson and wife, negroes, Neosho; Frank Hutchison, negro, Neosho; Julius Hutchison, negro, Neosho; Elizabeth Jones and baby, negroes, Neosho; Geneva Link, negro, Sapulpa, Okla.; Francis Gibson, Neosho, negro, badly burned and almost drowned from jumping into Choal Creek; Fay and Joy Johanees, Nevada, Mo., slight burns and bruises; G. Walters, Pittsburg, Kan., fireman on passenger engine - head bruised and burned; John Brennen, Pittsburg, Kan. - engineer on passenger engine - clothes burned off body, badly bruised; Master Lova Esbleman, Dewey, Okla. - bruised and burned; Charles Gilliland, Garnett, Kan. - slight bruises; Bessie Howery, Parsons, Kan. - slight injuries; Ruby Linsley, negro, Joplin - burns; Dora Major, Seattle, Wash. - internal injuries; J. C. Harrison, Stark City, Mo. - flesh wounds; Albert Williams, Newton County, Ark. - bruised; H. E. Littleton, Missouri and North Arkansas special agent, Harrison, Ark. - rib broken; W. Marrell, Carthage, Mo. - fatal burns; J. C. Runyon, Joplin - slight injuries; W. T. Rowland, Valley Springs, Ark. - slightly hurt; Wife of W. H. Embrey and two children, negroes, Granby, Mo. - all badly hurt; Etta and Iza Settcky, Morton Iowa - slightly injured; M. M. Drury, Webb City - hip bruised, head and arms burned; Mrs. Elanor Drury, Webb City - burned badly on body; Miss Panzy Drury, Webb City - burned and bruised; Forrest Drury, Webb City - face burned, body bruised, legs and back bruised; Louis Embry, negro, bruised and burned; E. L. Westbrook, Jonesboro, Ark. - burned; A. Selleck, Marathon, Iowa - bruised and burned.

"From railroad officials it was learned that 72 tickets were sold in Joplin to passengers on the wrecked motor car. There were three members of the crew and two railroad employees riding on passes, making 77 persons known to be aboard. Of these five are known to have escaped injury, 25 injured are accounted for, 40 bodies are in the morgue.

Every train coming to Neosho, where the dead were taken, carried scores of relatives and friends of the victims. Many of the bodies were fearfully burned.

SURVIVOR'S STORY OF WRECK - William Drury of Webb City, Mo., told the story of the wreck here today.

'We were running about 35 miles an hour,' he said, 'when suddenly there was a

terrific impact which was followed almost immediately by the explosion of the gasoline reservoir. By the time I crawled out of the wreck, both the motor car and the train, fed by the burning gasoline, seemed to be a sheet of flame. Added to this there were the shrieks of the injured and dying. Many persons pinned beneath the wreckage cried to be released or killed rather than face a death by fire.

Fourteen men were riding in the smoker and I heard of only one who escaped.'

The wreck was said by railroad officials to be the first in the 15 years' history of the railroad gasoline motor car in the United States causing heavy loss of life, that was due primarily to the type of the car. The huge gasoline supply tank for the car's big motor burst, saturating the imprisoned passengers. Then the gasoline caught fire.

SMALL BOY'S DEVOTION TO MOTHER -- Lova Eshelman of Dewey, Okla., a 12-year-old boy, attempted to break away from his rescuers and re-enter the burning car when he found his mother was missing. He had been in the extreme rear of the motor car and was thrown to one side of the track by the shock. (Ed Note...his mother, Mrs. O. L. Eshelman, died in the accident)

Bodies of many of the dead were almost consumed by the fire and many persons pinned beneath wreckage sustained severe burns in addition to the wounds. Complete identification of the dead will have to wait a canvass of those who escaped."

From the ARKANSAS DEMOCRAT of August 7, 1914 comes the following:

"The motor car left Joplin yesterday afternoon crowded with persons enroute to Eureka Springs, Ark. The motor had orders to await at Tipton Ford, ten miles south, for the passenger train. The order was unheeded..."

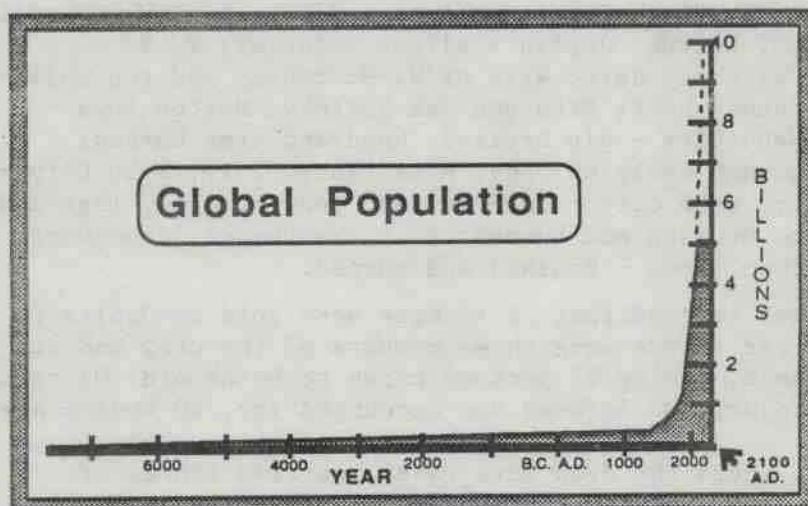
"The dead and injured, nearly all Missourians, were passengers on the motor, the smoking compartment containing the largest number of victims. None of the passengers on the train was injured."

"The wrecked train, northbound, was late, having been delayed by a freight wreck at Gravette, Ark. and was running on a freight train's schedule. The motor was running on the Kansas City Southern tracks and evidently its crew misunderstood the orders to meet the passenger train at Tipton Ford, for it ran past the station without stopping. A mile south of the town it met the passenger train head on."

From the ARKANSAS DEMOCRAT & ARKANSAS GAZETTE (both stories worded the same) of August 8, 1914 comes the following:

30 UNIDENTIFIED BURIED -- Neosho, Mo. -- Funerals of 30 unidentified victims of Wednesday's wreck at Tipton Ford, where 40 persons are known to have lost their lives, was held at Neosho today. The bodies were so badly charred it was impossible to identify them and they were buried in unmarked graves. Only six among the dead have been identified.

In the debris of the motor car lay a pile of ashes, which many persons believed were those of a number of other bodies. Just how many lost their lives may never be known."



The Global Population chart at left (from the Dept. of Commerce, NOAA) shows rapid growth the last 500 years. There were less than 300 million at the time of Christ and we didn't reach the billion mark until a century ago. We hit 5 billion last year and experts say we won't level off until we hit 10 billion next century. Also...over half of the planet live better today than all but the very wealthiest at time of the Renaissance.

-- JOHN A. KNAUSS

And...All The World was Tied Up!

As told to John M. Martin by John M. "Buck" Martin, Engineer Train #30

April 25, 1975 – Biddle shops had been plagued all week with derailments. Last week, there were locomotives on the ground everyday, both in the yards and at the roundhouse. Even a pair of Southern Railway pool units hit the ground down in the yards. This particular day Train #30 was coming in off the West end, with the #4156-331-4150 (two Ex-UP F's surrounding at GP-35) and 78 cars. At the same time Train #31 was heading in the East end of the yards, in number one rail. Waiting at Hot Springs Junction, for #30 to clear was Train #35, the South end thru freight and still behind him sat Train #770 the Butterfield turn. This is how the story went:

"We were heading in two rail with train #30. Rolling through the crossovers, just as the locomotives were starting by the West end shanty,



Photo by John Martin

Another time, another spot but in the same area, power for train No. 31 backs down 1# rail as a cut of cars derailed on the lead awaits attention. This day only the west lead was tied up. In our story, the whole World was!

something starting jerking. I thought the lead engine was on the ground, but I heard the air go into emergency so I figured it was something behind us! It turned out that the second unit, the #331, was on the ground; all eight wheels! Our brakeman was walking through the cab of that unit when it hit the dirt and he reached down and pulled the air at the door. So here we all sit, with #31's power to the roundhouse, trains 35 and 771 sitting at Hot Springs Junction and most of our cars strung out through the west end of the yard and up the main past the Junction. The entire world was tied up!"

"The first thing that came to our minds was to wait for the next train from the West to pull the rear of our train back and then shove it in another

track. That proved no good as the dispatcher said the next one was train #38 due about midnight! Well we couldn't leave all those trains and the yard tied up that long so an attempt was made to shove the track back, upgrade, with only the rear unit. We cut off the #4150 and I climbed into the cab to try to move it. When I got there it didn't have a reversing lever in it so I sent the fireman back to the lead unit to retrieve one. Finally getting things together we made a try. When the brakie busted the air the slack ran in and without the punch of getting the slack it just wouldn't move. We'd sit there and spin, like shoving against a concrete wall. So the Assistant Superintendent, who was already in hysterics over the proceedings, said to go on and use the derailed unit to give us a boost and get us rolling. So the fireman got on the 331 and shoved back just a little to couple up.

Then we started to lean on the train and it began to move. The 331 shoved back with us about 8 car lengths, with fire flying and rail and ties turning over and creaking, and we kept the momentum rolling back up the hill. About the time the hill pulled us down, we cleared the switch to three rail. The switch was thrown and we eased down into the yard. We left the two units for the wrecker crew to rerail later. We got into the yard, #31's engines got to the house, and #35 had to double over in the yard and #770 crawled in bringing up the rear. At last! The world was now, as Steinbeck wrote: "turning in greased groves", again!



NOVEMBER 9, 1989 - SP (actually Cotton Belt/St. Louis Southwestern) ASBIM (Alton & Southern to Blue Island/IHB Merchandise/Manifest) passes the Alton, Illinois depot on November 9, 1989, to officially initiate Southern Pacific service to Chicago, a goal achieved after 138 years. First SP trains actually operated in darkness late the night of November 8, after the bankruptcy judge handling the CM&W case approved the sale and the \$32.5 million deal (\$21.5 in cash plus assumption of \$11 million in loan obligation to the state of Illinois originally loaned to the bankrupt carrier). (JIM JOHNSON photo)

(CLUB NEWS continued from Page 2)

NEW ENGINES ON PAGE 2 - Peter Smykla sent in a few drawings of ALCOs, which will now be used on top of page 2. Different types of Alcos will be featured...this month being a PA.

RECORD LENGTH - This month's "Arkansas Railroader" is a record 30 pages long. The longest newsletter up to now was 28 pages.

STORIES THIS MONTH - "Anatomy of a Tragedy" typed by William Church; "And...All the World was Tied Up!" typed by John Martin.

☆☆☆ PROGRAM ☆☆☆

The next program/meeting of the Arkansas Railroad Club will be held SUNDAY, JANUARY 14 at the Twin City Bank Building on Main Street in North Little Rock. Time will be the usual 2 PM.

The program will be given by our new Vice-President Barton Jennings on "railroad trivia." Hopefully, the weather will cooperate. See you all there! Refreshments will be served.

DEPOT WANTED - Marilyn Crystal, 208 E. Center Street, Searcy, Arkansas 72143 would like to buy a depot and transport it to the country and make a cabin out of it. If anyone knows of a depot for sale in any town in or close to Arkansas, please let her know. Her phone number is 501-268-8944.

DREAT YOUNGER OF JOPLIN, MISSOURI wrote a letter regarding the story in the November "Railroader" called "Hog on the Loose" as follows:

"I am assuming that the trains made up in a yard were checked by a qualified inspector and brakeman to see that retainers on brakes were set up and that brake shoes were good. Also to see that valves under each car were in order for a mountain run.

With this in mind I don't believe that braking power would be reduced eighty percent. Any engineer has to know that in mountain railroading that keeping control on a down grade is a must. So you bring your drag over the top of the grade and maintain control by brakes and the locomotive from this point. If you loose it here, you have lost it.

As engineer Oakes points out, 'When I slowed down for the third siding I felt something wrong.' This is "Seat of the pants railroading." Every engineer has to have it, "The feel of his train." I don't know how long this up grade was, but as he states, 'It usually took forty minutes.' So at this point he should have been able to stop.

I see by the sketch that the locomotive is not American design as it has a reversing wheel instead of the American Johnson Bar. However (as I know next to nothing about foreign locos), I would think that the wheel does the same thing that the bar does on American engines.

The procedure in this circumstance would be to bring the Johnson Bar and/or the reversing wheel into the center position. This would accomplish one thing, the engine would be in a neutral position and no steam would be pushing the engine. Open steam cocks and let it blow away. At this point you would not have a powered "Hog on the Loose."

I can see no use calling out top of the car brakemen as if you could see fire from the brakes under the cars, brakemen cannot help any with the brake wheels on the top of cars...

It was a good story, probably written by a reporter that was not well versed on railroading."

Any comments on this subject can be sent to Dreat Younger, P. O.

Box 605, Joplin, Missouri 64804.

T-SHIRTS FOR SALE - We still have Arkansas Railroad Club T-shirts, caps, and jackets for sale. Prices are as follows:

T-SHIRTS --- \$6, plus \$1 postage on EACH
CAPS ----- \$4, plus \$1 postage on each
JACKETS (non-monogrammed) --- \$25, plus \$2 postage each
JACKETS (first name-only monogram) --- \$27, plus \$2 postage

NO COD'S, please! Money raised will go to club functions and newsletter expenses (averaging \$125 per month). Send your check made out to the ARKANSAS RAILROAD CLUB to:

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

Please allow 2 or 3 weeks for delivery.

SHOW AND SALE for our club will be held in the Spring in North Little Rock. Exact dates are not known yet, but will be soon.

SHURFINE LABELS continue to 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.

CHARTER MEMBERS - In case you're interested, here are the charter members of the Arkansas Railroad Club (they were here when it started in the fall of 1969): W.M. ADAMS -- C.R. BYRD -- ROBERT L. DORTCH, JR. -- JOHNNIE GRAY -- LEROY GARRISON, JR. -- ANTHONY GRIGSBY -- RICHARD GRIGSBY -- JOHN BASKIN HARPER -- GEORGE R. HOLT, JR. -- MRS. GEORGE R. HOLT, JR. -- CLIFTON E. HULL -- MRS. CLIFTON E. HULL -- PAUL F. MOON -- LLOYD NEAL -- C.H. OST -- PHIL POWLEDGE -- BOYD T. PYLE -- EARL SAUNDERS -- JACK F. SEE, JR. -- THOMAS E. SHOOK -- DAVID TOLER -- JIM WAKEFIELD -- HARLAN WILSON -- STANLEY WOZENCRAFT -- ROBERT B. WRIGHT -- B. L. YOUNG.

If you know of anyone missing from this list, let your editor know.

ARKANSAS RAIL NEWS

AMTRAK'S TEXAS EAGLE TO GO DAILY - On January 20, 1990, Amtrak's "Texas Eagle" will become a daily train through Arkansas and Texas. Amtrak announced this on November 30. The "Texas Eagle" goes to Chicago, St. Louis, Dallas, San Antonio, Houston, Los Angeles. Plans are to make the southbound train arrive about an hour later than now (about 615 AM) and the northbound 15 minutes later (about 1145 PM). The expanded service was prompted by increased ridership and availability of more coaches. Ridership increased 21 percent in 1989 on this route. (ARKANSAS GAZETTE, December 1 by John Reinan and ARKANSAS DEMOCRAT, December 2 by Randy Tardy)

HAZEN DEPOT GETS TRACK - (Hazen) - The Hazen depot, located on the abandoned right-of-way of the Rock Island in eastern Arkansas, has been given 400 feet of track by the Union Pacific and this track is now in place in front of the depot. Member L. T. Walker said that the motor car there was used to gauge the track while it was being put down. Also...the U. P. donated a yellow caboos to Hazen, which will be transported there by the National Guard soon.

ONE MX RAIL GARRISON TO BE IN ARKANSAS - (Jacksonville) - The Little Rock Air Force Base in Jacksonville, Arkansas has been chosen to be among 7 Air Force bases across the country to house the new rail-MX missiles. These missiles will be housed in special silos at the base and moved to rail cars and moved around if needed. To remove all

MX missiles from their current silos around the country (50 of them) and move them to the seven Air Force bases would cost \$5.4 billion.

The objective would be to make the missile-carrying train as undistinguishable as possible from everyday freight trains (now how in the world do you think a railfan won't recognize this special train?) Bullet-proof glass and armor plating would protect the train crew from terrorists or saboteurs.

The diesel would have the same tightly woven silver flash curtains that hand in B-52 bomber cockpits that can be drawn tight to protect the crew from the eye-searing fireballs of nuclear conflict. Solid-state electronics critical to locomotive operation would be shielded against the electromagnetic pulse generated by nuclear explosions.

The train would be designed for push-pull operation, providing flexibility at junctions without wyes. While military personnel would operate the missiles, railroad employees would be carried as pilots.

The first car connected to the locomotive with a tightlock coupler would resemble a conventional 89-foot-long, hy-cube boxcar.

In time of crisis the train would move onto the nation's rail network from the seven military bases, including the one in Jacksonville. At each base, at least one train would be on alert to move within minutes and others within hours. (Various TV newscasts in early December and UTU NEWS, September, 1989)

PET PEEVE #1 - People driving too SLOW on the interstate. This causes others to have to change lanes, risking an accident. GO WITH THE FLOW!

HOG TRAIN TO RUN - While I don't have the specifics, Hog Train will run to the Cotton Bowl in Dallas again this year, with cars attached to the rear of the "Texas Eagle" the Saturday before the Monday game. Hotel accommodations in Dallas are included. Price was, I believe, \$300 per adult.

TWO WHEATLEY RESIDENTS KILLED IN TRAIN COLLISION - (Brinkley) - At 930 AM October 28, 1989 a Cotton Belt train broadsided a pickup two miles east of Brinkley on the north side of Highway 70, killing the two ladies aboard the truck. The engineer said he saw one of the ladies raise her arms over her face before the train hit them. (BRINKLEY ARGUS, November 1)

NEW SPAN IN PLACE - (Hope) - Work crews on the Union Pacific spent most of Sunday, November 12 installing a new rail span across the Red River at Fulton. The old rail span will be transported to Window Rock, Arizona where it will be donated to the Navajo Nation. The tribe plans to install the rail span on a new rail bridge on the Navajo Reservation. (HOPE STAR, November 13)

CABOOSE TO MORRILTON - (Morrilton) - Like many communities along the Union Pacific system, Morrilton is now the owner of one of the many cabooses the railroad is retiring. Its permanent location is to be at the west end of the Morrilton Depot/Museum where it will be open for tours. The caboose is number 25443. (CONWAY COUNTY PETIT JEAN COUNTRY HEADLIGHT, November 1)

BOSTON MOUNTAIN TRAIN STILL POSSIBLE - (Van Buren) - Rusty Myers, economic director of the Western Arkansas Planning and Development District, said October 30 that they have hired a consultant to study the feasibility of running a train through the Boston Mountains between Van Buren and Fayetteville. Myers said the summer of 1991 is a possible date for the startup of this service. Myers said tentative permission has been granted by the Arkansas & Missouri Railroad to use its line and to provide a diesel locomotive and engineer to run the excursion train. A&M owner J. A. Hannold also has agreed to allow a steam engine to operate on his line should one become available.

Myers said early plans call for daily excursions from Van Buren to Mountainburg and Chester. In the winter months, the train could run once or twice a month to Fayetteville for sporting events and shopping trips. Organizers also hope to tap into the Fort Smith convention business. The Cherokee Nation in eastern Oklahoma also has announced plans to build a high-stakes bingo parlor just west of Fort Smith in Oklahoma. (ARKANSAS DEMOCRAT, October 31, 1989 by Rodney Bowers)

TRACKS WILL STAY IN PLACE - (Bentonville) - Donors gave \$778 in donations to keep a segment of track in place next to the restored depot in Bentonville. This depot now houses the Bentonville Chamber of Commerce and is on a spur off the Arkansas & Missouri (ne. Frisco) tracks through the city. The rest of the spur will be taken up. (BENTON COUNTY DAILY RECORD, October 27)

CONDUCTOR'S LEG SEVERED BY BOXCAR - (North Little Rock) - A Cotton Belt railroad conductor's leg was cut off after he slipped and fell off a boxcar about 650 PM Thursday, November 23 near 11th and Beech Streets in North Little Rock. Reports said that Dana E. Couch was standing on a boxcar when he lost his footing because of some grease on his shoe. He fell on the railroad tracks below and the boxcar ran over his leg, severing it just below the knee. (ARKANSAS DEMOCRAT, November 26)

UNION PACIFIC GETS INCREASED SPEED - (Morrilton) - U.P. was granted permission to increase the speeds of its trains through Morrilton once the engine clears the last crossing in the city. Trains are observing 30 MPH speed limits now until the last car passes the crossing. (CONWAY COUNTY PETIT JEAN COUNTRY HEADLIGHT, Nov. 22)

APPARENT SUICIDE ATTEMPT FAILS - (Hope) - A Hope resident foiled his own apparent suicide attempt the morning of November 8. At 7:09 AM the conductor of an Amtrak train ("Texas Eagle") speeding toward Hope reported that he had spotted a man lying down in the tracks directly in the path of the train. The train conductor was unable to stop the train before it could pass over the man, but that was exactly what the train did -- it passed directly over the man because he was lying between the tracks rather than on or across them.

He was lying facedown between the rails, according to the conductor, and the passage of the train only ripped the fringes of his jacket. Sheriff Don Worthy said that it was miraculous that the train hadn't sucked the man up into its wheels as it went over him. The Amtrak train managed to stop about 400 yards down the track. (HOPE STAR, Nov. 8 by Daniel A. Marsh)

MAYOR WANTS STALLED TRAINS OFF INTERSECTION - (Pine Bluff) - Mayor Carolyn Robinson of Pine Bluff says she's getting a lot of complaints about trains stalled at road crossings and she's thinking about increasing the fine for it. The rarely imposed fine for trains blocking traffic is now \$45. In fact, on December 4, the mayor proposed to increase the fine to \$100 for every 10 minutes a street is blocked. The city council must first vote on it.

The problem, the mayor said, appears to be a lack of communication in dispatching the trains. The Cotton Belt dispatches out of Houston and the Missouri Pacific (U.P.) trains dispatch out of North Little Rock (soon to be Omaha). Mrs. Robinson, whose husband Fred works for the Cotton Belt, said she could pinpoint poor communication as the source of the trouble because the complaints have been coming in only recently. The Cotton Belt's dispatchers were moved to Houston in August and Mrs. Robinson said that leaves Pine Bluff out of the equation.

"They need to communicate and then get Pine Bluff on the line," she said. "They don't know and apparently don't care what's going on in Pine Bluff...They better get a toll-free line and hook us up on it," she said.

But Bill Tanner, Cotton Belt Superintendent in Pine Bluff, said the number of stalled trains blocking intersections has not increased. Any increase would have nothing to do with the location of dispatchers. Cotton Belt spokesman Jim Johnson of Kansas City agreed. Any call about a train stopped on the tracks is immediately switched to Houston, he said.

The city of Sherrill's residents were caught by a train November 7 when a Cotton Belt train blocked traffic on Highway 15 leading to Pine Bluff for more than 4 hours. Brake problems were the cause of this blockage, however, not dispatching. (PINE BLUFF COMMERCIAL, Nov. 8, by Mark Minton and ARKANSAS GAZETTE, Dec. 6)

TRANSITANK FACES SUIT AFTER EXPLOSION - (Fordyce) - The mother of a 15 year old girl in Fordyce has filed a lawsuit in federal court in Pine Bluff seeking more than \$50,000 in damages from a Fordyce company after the teenager was injured in an explosion March 7, 1989. The suit claims that Transitank Car Corporation is liable for injuries sustained in the explosion. Transitank uses water and steam to clean the interior of railroad tank cars.

The suit alleges that a company employee connected a water line to a railroad car containing pressurized gas, causing the gas to back up into the water lines operated by the city. The home was destroyed and the girl was injured in an explosion when she flushed a toilet in the home, causing the gas to explode. Another home in Fordyce was destroyed by the same incident.

The child was taken to Arkansas Children's Hospital in Little Rock for treatment of severe burns. (FORDYCE NEWS-ADVOCATE, Nov. 15, 1989)

PET PEEVE #2 - People driving too FAST on highways. They should set their alarm clocks earlier so they do not have to rush. What is the big deal about getting somewhere 5 minutes faster anyway? GO WITH THE FLOW!

UNION PACIFIC CONTRIBUTION - (Fort Smith) - Local representatives of Union Pacific presented a corporate contribution to the United Way of Fort Smith of \$8,000 in early November.

CABOOSE GETS NEW HOME - (Fort Smith) - The Fort Smith Trolley Museum at 100 South Fourth Street in Fort Smith just got a Missouri-Kansas-Texas caboose (#126) donated by the Union Pacific. The green caboose is to be painted red. (Ed. note...a good, real museum would not alter the original paint of a caboose. Just because someone at the museum remembers childhood pictures of cabooses being red doesn't mean that ALL cabooses must be red! Leave it in MKT colors and get the original specifications, decals, etc. Act like a museum, for goodness sake!)

Besides the MKT 126 and two other cabooses, the museum has two Fort Smith trolleys, two Fort Smith city buses, one Kansas City streetcar, a power car, a dining car and a small industrial locomotive (obtained from the Augusta Railroad). (SOUTHWEST TIMES RECORD, Nov. 1, 1989)

READER RAILROAD STILL LOOKING FOR NEW HOME - (Reader) - The Reader Railroad (Possum Trot Line) in Reader, Arkansas, the oldest all steam standard gauge common carrier operating in North America, may soon be relocated.

Richard Grigsby, general manager, said that although the train is well adapted to its environment, Reader does not attract many tourists. "The railroad is the only thing there," Grigsby said. "We have to spend a lot of money to attract people. The train trip is really a single purpose visit, because there isn't anything else to do, and most people like to do two or three things on a trip."

Grigsby said the relocation of the train is in the preliminary

stages now, and the company is considering several alternatives, one of which includes a route through Malvern. Paula Younger of Malvern thinks it would be beneficial if the railroad located in Malvern on the old "Diamond Joe" Rock Island line with a hook-up with Amtrak. "We could travel into Malvern on Amtrak and ride the steam train to Hot Springs or something." (Ed. note...?????)

Grigsby said a route through Malvern is not out of the question but technical issues would have to be discussed first. (MALVERN DAILY RECORD, Nov. 2, 1989 by Christie Locke)

U.P. TO DISPLAY CENTENNIAL -- (North Little Rock) - U.P. Centennial diesel #6938, the last of the world's largest diesel-electric, will be displayed outside the Jenks Shops on Pike Avenue in North Little Rock. It was one of only 47 built between 1969 and 1971 for the Union Pacific to commemorate their hundredth anniversary. Centennials had two engines totaling 6,600 horsepower, weighed 277 tons, were 98 feet, 5 inches long and could run at 80 MPH. Of the 47 built, #6938 is the last one in the system. The shop has just finished painting the engine to look like new. (ARKANSAS GAZETTE, Dec. 8 by Jacalyn Carfango)

TROOPER ON THE TRAIN GOES THROUGH CONWAY - (Conway) - Law officers rode in the cab of a Union Pacific train through Conway December 7 to see and possibly ticket motorists who violated crossing rules. Conway is one of the most dangerous cities in the country when it comes to railroad crossings. (ARKANSAS GAZETTE, Dec. 8, 1989)

WALDO CITIZENS GIVE OPINIONS ON CLOSING CROSSINGS - (Waldo) - At a Waldo city council meeting November 9 about the city deciding to close two street crossings over the Cotton Belt, many citizens do not want them to close any crossings. In return for these closings, the railroad would pay for the upgrading of the remaining crossing with crossing gates. One lady said: "People are the problem and not the railroad. People just don't stop and look." In an unrelated matter at the meeting, it was decided to give full-time city employees hams and part-time workers turkeys for the holidays. (Magnolia BANNER-NEWS, November 10 by Chris Gilliam)

GENERAL RAIL NEWS

SOUTHERN PACIFIC REACHES CHICAGO - The SP reached Chicago on November Nov. 8 after the sale of the 282-mile St. Louis to Chicago line of the bankrupt Chicago, Missouri & Western was completed. On November 9 SP began operating freight service over the line. The purchase also promises continuation of Amtrak service on the route -- eight passenger trains run on it each weekday -- and SP also will undertake a \$36 million upgrading program on the rail and roadbed to improve train performance. (See photo on page 18)

Southern Pacific became the new employer of about 170 former CM&W rail workers, including about 30 furloughed earlier who are being called back to work immediately by SP. (Wonder how many of these CM&W employees used to work for the ICG? Did they ever suspect 10 or 20 years ago that they would someday be employed by the Southern Pacific?)

Rio Grande Industries (owners of the SP) paid \$21.5 million in cash for the north-south route to the CM&W trustee and SP assumed responsibility for \$11 million in loans which the state of Illinois in 1988 made to keep the struggling CM&W operating for about 1,000 shippers and 300,000 Amtrak passengers a year.

The first train to operate under the new ownership was a Chicago to East St. Louis sprint train with CM&W units 3009 and 3012, six loads and eight empties. It departed Chicago at 10:40 PM Nov. 8 with engineer Robert Stephens and Conductor Roger Stegmann aboard.

The first northbound freight to Chicago from St. Louis was another

sprint train. It left Cotton Belt's Valley Yard at 11:10 PM with SSW engines 7656 and 7270 and 10 loads. Aboard was engineer D. F. Griffith and Conductor E. A. Harper. It arrived in Chicago at 8:10 AM.

SP has a separate application before the ICC (which is having some problems) to buy the 532-mile Kansas City-Chicago route of the SOO Line.

The ICC is expected to hear that case next spring and rule on it the middle of 1990. (SP news release)

UPDATED SP LOCOMOTIVE DATE - As of August 1989, the SP/SSW had a total of 1,720 road engines averaging 10 years and 6 months old. They also had 364 yard engines averaging 16 years and 7 months old. SP/SSW had 735 air conditioned engines.

The glue on the back of the average postage stamp has 0.07 calories. (So who wants to know, you say? Perhaps someone who is desperately trying to loose weight could skip a meal and run on down to the post office and buy 2,000 stamps and lick them. He would consume about 140 calories and at the same time his mouth would be glued shut.)

KCS STATIONERY MODERNIZED - For decades the back flaps of brown KCS company envelopes have depicted F and E units at the heads of passenger and freight trains emerging from behind the irregular octagon herald and curving gracefully to either side along with a litany of names of cities served and the slogan "Rush Route for Shipping." Some years after the demise of passenger service, the slogan had been shortened from "Rush Route for Shipping and Travel," but that was the only concession made. Now, 37 years after the latest KCS carbody unit was built, truth-in-labeling has finally prevailed at the KCS stationery department. The newest envelopes feature two SD locomotives, each pulling a boxcar at a three-quarter angle from behind the herald. The litany of cities has been expanded, but with Joplin strangely deleted. The slogan now reads "For over 100 years...Providing efficient, quality, rail transportation service between the Mid-west and the Gulf ports." (KCS Historical Society "CROW", November 1989)

CHINESE STEAM LOCOMOTIVE ARRIVES IN IOWA - (Boone, Iowa) - A \$355,000, 101.4 ton, 44-foot long, 10-foot wide, 15 1/2 foot tall, brand new steam locomotive that is going to be called "The Iowan", arrived in Boone, Iowa at 6:45 AM, November 21. It was the last steam engine to be built by the Datong Locomotive Works in China. The engine left China in late spring on a ship.

The engine will run on the Boone & Scenic Valley Railroad, the tourist line that bought the locomotive.

While unloading this huge engine in Long Beach, California, a beam slipped during the hoisting operation and the back of the engine fell a foot or so. The beam caught beneath the engine's cab, tilting it about 20 degrees. It shook the whole ship when it fell. The damage is said to be repairable, however.

All of the gauges, knobs and levers in the engine cab were labeled in Chinese characters -- as were two factory-painted messages on the tender. One message translated as "Blowing cloud overpassing the deep valley." The second slogan said, "Dragon in the Blue Seas connecting the friendship between two countries."

Boone & Scenic Valley officials say they hope to have the engine running by next spring. The railroad still owes about \$186,000 on the engine.

Most of the 500 seats for the first run have already been sold for \$100 each. Time Magazine says: "One nation's awkward reminder of underdevelopment can be another's reminder of days gone by." (DES

MOINES REGISTER, November 22 by Larry Fruhling and TIME MAGAZINE, December 4, 1989, page 49)

HEARING TESTS - Several railroads have announced voluntary hearing loss programs inviting employees who think they have suffered a loss in hearing to come in and discuss a settlement for their hearing loss or damage.

The carriers are making payments of \$2,500 to \$10,000. The employee is required to sign a release, upon receipt of the settlement, settling forever any potential hearing loss claim, releasing the carrier from any possible injury suit.

However, there is one danger, according to the United Transportation Union. An employee could settle a hearing loss claim for a small amount and then be notified in a year or so that he or she is now disqualified for service on the grounds that the hearing loss will not allow further service. Beware. (UTU NEWS, September, 1989)

REMEMBER THE NATIONAL NRHS CONVENTION IN ST. LOUIS to be held June 14-17, 1990. If you want to attend this convention, which will have many steam locomotives and trips, you should make your hotel reservations NOW. Bill Strong, of the Nashville Chapter of the NRHS, made some good suggestions, including the toll-free hotel numbers to make reservations with. The convention hotel will be the Hyatt Regency, located in the old St. Louis Union Station (which is a beautiful complex now with many shops, restaurants, etc). The Hyatt Regency's number for reservations is 1-800-233-1234. Current rate, according the Mr. Strong, is \$135 a night for weeknights and \$85 a night for weekends. (The convention will probably have special lower rates available in a few months).

Another hotel, just across the street from Union Station, is the Drury Inn, located in the old railroad YMCA. It's in easy walking distance to all the activities. Its' number is 1-800-325-8300. This is a national reservation number, so tell them you're wanting the Drury Inn near Union Station in St. Louis. Rates currently are \$69 a night. (Your editor has already made reservations for my wife and I in this hotel)

Pre-registration for convention activities is also a must in order to be put on a priority mailing list of events. This registration is \$15 and should be sent before January 30, 1990 to:

ST. LOUIS CHAPTER NRHS
Convention Registration
1135 Colonnade Center, Suite 321
Des Peres, MO 63131

Three major excursions will be run, featuring Frisco's #1522. Steam engines UP #844 and N&W #611 will also be present. All three should be on display at Union Station for at least one day. Cotton Belt has been invited to send their #819 from Pine Bluff, but so far the convention organizers have had no response from SP.

Pre-registration mailings will be made around February 5. You MUST be registered to buy tickets on any excursion.

Let's consider a group trip up to St. Louis for at least one of the excursions, at least if everything can be worked out.

About 80 percent of all Soviet freight moves on railroads. (UTU NEWS)

GRAVEL SCAM - (New Ulm, Texas -- your editor's home town) - The city of Houston has accused W&H Gravel Company of overbilling the city for gravel shipped via the MKT Railroad (U.P.) from its loading point in New Ulm (Pop. 200). All three Houston TV stations swarmed over the

area last September, mostly near Frelsburg and Columbus. A Houston city audit accused W&H Gravel of charging up to 5 times more for gravel than was actually shipped by rail cars.

W&H Gravel was Houston's sole supplier of road base gravel. It was trucked from the Zimmerscheidt area of Colorado County to the MKT siding in New Ulm. Gravel had been shipped to Houston in this manner for over 20 years and the stockpiling and loading were noticeable events during that time.

W. B. Harris, owner of the gravel company, is well-known throughout the area. He was president and Chairman of the Board in the failed New Ulm State Bank and also had interests in two other failed banks in Texas. (NEW ULM ENTERPRISE, September 21, 1989)

KATY DEPOT GETTING NEW LEASE - (Denison, Texas) - The Denison, Texas MKT depot, completed in 1911, has been restored and is being used by a radio and TV station on its second and third floors, along with a number of businesses and offices. The rotunda is a favorite place for receptions and reunions.

In the KATY passenger service heyday, as many as 24 trains a day came and left from this station. (DALHART DAILY TEXAS, Nov. 12, 1989, sent in by Jim Johnson)

DURANGO & SILVERTON HAS BEST YEAR EVER - Despite February's roundhouse fire which damaged the Durango & Silverton's locomotive fleet, the famed narrow gauge line ended 1989 November 5 with 200,000 passengers, a record. (COLORADO MIDLAND RAILS via THE GATEWAY RAILLETTER of the St. Louis NRHS)

NEW YARD - (Alexandria, Louisiana) - Track is now being laid at a major new yard just below Alexandria, Louisiana for the Kansas City Southern

SACRAMENTO TO SAN JOSE TRAINS SOUGHT - (Suisin City, California) - Train service between San Jose and Sacramento could be running within a year for a \$65 million investment plus support from the Southern Pacific. Amtrak service could be increased from two to six trains a day between San Jose and Auburn. (CONTRA COSTA TIMES, Nov 14, 1989 sent in by Jim Johnson)

STEAM TRAIN BACK IN TEXAS? - (Austin) - Illusions of grandeur are beginning to appear all over the country with lots of communities saying how "easy" and "profitable" it would be to make 40-year old park steam engines ready to run and pull excursions. The latest bid is in Austin, Texas.

The Austin Steam Train Association, a non-profit group formed last summer, hopes to bring a steam engine excursion train back to central Texas using SP steam engine No. 786, now sitting in a park in Austin. Number 786 was built by American Locomotive Co. in 1916 and was given to the city by SP in 1956. Southern Pacific completely overhauled the engine right before they gave it away and project people say the 786 is almost like brand new. (Didn't the Cotton Belt do the same thing with the 819? Maybe the SP people back then had a vision of the future!)

The proposed route will utilize part of SP's tracks (actually now owned by the city of Austin) through towns like Llano, Burnet, Marble Falls, Austin, and Giddings. (AUSTIN AMERICAN-STATESMAN, Nov. 9 by Cheryl Coggins Frink sent in by Jim Johnson)

SMOKING TRAINS IN CALIFORNIA - If a locomotive smokes steadily for three minutes in California, it's violating emissions standards. So, Southern Pacific established a Smoking Locomotive Task Force to deal with the problem. Last March, SP banned certain classes of engines and all leased units from operating in Southern California until they could meet district standards. All employees were urged to report smoking locomotives.

Los Angeles also banned big rig trucks from its highways during

rush hour for the same reasons. (SP UPDATE, Nov. 27)

ICC FINDS TWO RAILROADS REVENUE-ADEQUATE IN 1988 - For the first time since passage of the Staggers Act in 1980, the ICC has determined that two Class I railroads were revenue adequate in 1988. The commission said the Florida East Coast and Norfolk Southern had a rate of return on net investment (ROI) equal to or greater than the industry's 11.7 percent cost of capital.

Two other lines, the Burlington Northern and Chicago & North Western, were also found to be revenue adequate, pending a final report. This means it will be more difficult for these four railroads to increase freight rates for certain shippers without a government review.

Southern Pacific had a 2.94 percent rate of return and ranked 13th. The last two spots went to the Grand Trunk Western with 1.99 percent and the Boston & Maine with a minus income.

The top five revenue-adequate railroads in 1988 were: 1) Florida East Coast (14.93 percent); 2) Norfolk Southern (13.06); 3) Chicago & North Western (11.89); 4) Burlington Northern (11.78); 5) Kansas City Southern (11.54 percent).

TWO ABC SPORTS EXECUTIVES DIE IN TRAIN-BUS ACCIDENT - (San Francisco) - Two ABC-TV sports executives were killed and six other injured Monday night, November 27 when their chartered bus failed to clear a grade crossing and was hit by a commuter train in South San Francisco. Police said the rear of the bus was on the tracks when the five-car southbound train hit it. The bus was taking seven network employees to Candlestick Park for the 49ers-Giants football game, which was nationally televised by ABC. Southern Pacific operates these commuter trains in California.

The train was blowing its horn and had started to slow as a big rig pulled across the tracks. The truck cleared the right-of-way but the bus followed right behind it, the train crew told investigators. The train went into emergency but could not stop, hitting the bus at about 35 MPH. Gates, bells and flashing red lights were working. (SP UPDATE, Nov. 29)

RAILROADS ARE SAFER THAN AVERAGE - The October 1989 addition of "SOUTHERN PACIFIC BULLETIN" states that the National Safety Council ranked 122 industries in the U.S. for injury in the workplace and found that railroads were safer than average. The study is based on injuries per 200,000 hours worked. Employees in grocery stores, auto assembly lines and furniture factories all have more accidents per hours worked than railroaders. The ones with the most accidents? Meat products workers with 23.6 accidents per 200,000 hours worked. Railroads averaged 8.4 accidents.

LO-O-O-O-NG TRAIN - (Johannesburg, Africa) - The railway in Johannesburg, South Africa has claimed four world records after dispatching a loaded freight train of 4.6 MILES in length over 538 miles in 22 hours and 40 minutes. Powered by 16 locomotives, the train's total weight was 70,857 metric tons and equal in length to 666 trucks. The train reportedly traveled at an average speed of 23 MPH. (How 'bout those 4-mile walks to check hot-box detector indications?) (UTU NEWS)

AMTRAK NEWS BRIEFS

AMTRAK'S "TEXAS EAGLE" WILL GO DAILY JANUARY 20 through Arkansas and Texas. It was last daily in 1981. Apparently there are now enough Superliner cars to go around.

ILLEGAL DUMPING - Although railroads have dumped human wastes onto tracks for over a hundred years, Amtrak was taken to court in Florida for doing just that. In the first criminal case regarding such

dumping, a jury in Florida convicted the railroad of littering in early December. Amtrak said it would appeal.

AMTRAK SET TO OPERATE NEW LUXURIOUS SERVICE - (Washington, D.C.) - The "American-European Express" between Washington, D.C. and Chicago's Union Station began operation November 15. This train consists of 5 special re-built passenger cars hooked on to Amtrak's "Capitol Limited". It will run 6 days a week.

The project was conceived by a Florida entrepreneur and a group of European businessmen (also owners of Europe's "Nostalgle Istanbul Orient Express") who have contracted with Amtrak to pull the five cars.

The coaches will offer passengers the chance to eat seven course gourmet dinners in a dining car of Honduran mahogany, outfitted with silver, china, crystal and damask linens. Travelers private quarters will include a drawing room, master suite and a private toilet. The travelers will be able to drink and socialize in a club car decorated with brass, leather and a baby grand piano. The baby grand is an ebony Baldwin. Walls are paneled in embossed dark green leather. The ceiling is a rich, deep blue, night sky. Cognac is also served.

The one-way fare is \$695 per person.

The refurbishing of each of the luxury cars cost \$1 million and 14 of the cars from the 1930s to 1950s have been refurbished. The train will hold 58 passengers.

Under terms of the contract, the luxury train firm will pay Amtrak as much as \$5.6 million annually to haul the cars and an additional several million annually in maintenance costs.

Bookings are strong and other routes may begin, including New York to Chicago and New York to Miami. (UTU NEWS and TIME MAGAZINE, November 13, 1989)

NEWS UPDATED through December 10...mailed December 26 to avoid the Christmas rush.

JOIN THE ARKANSAS RAILROAD CLUB

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

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

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12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

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

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

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on JAN 14 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

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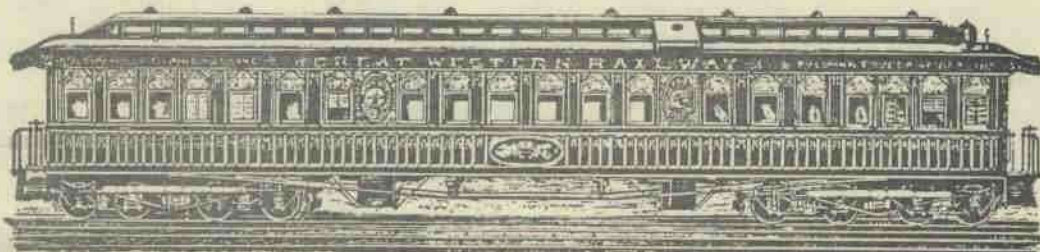
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