



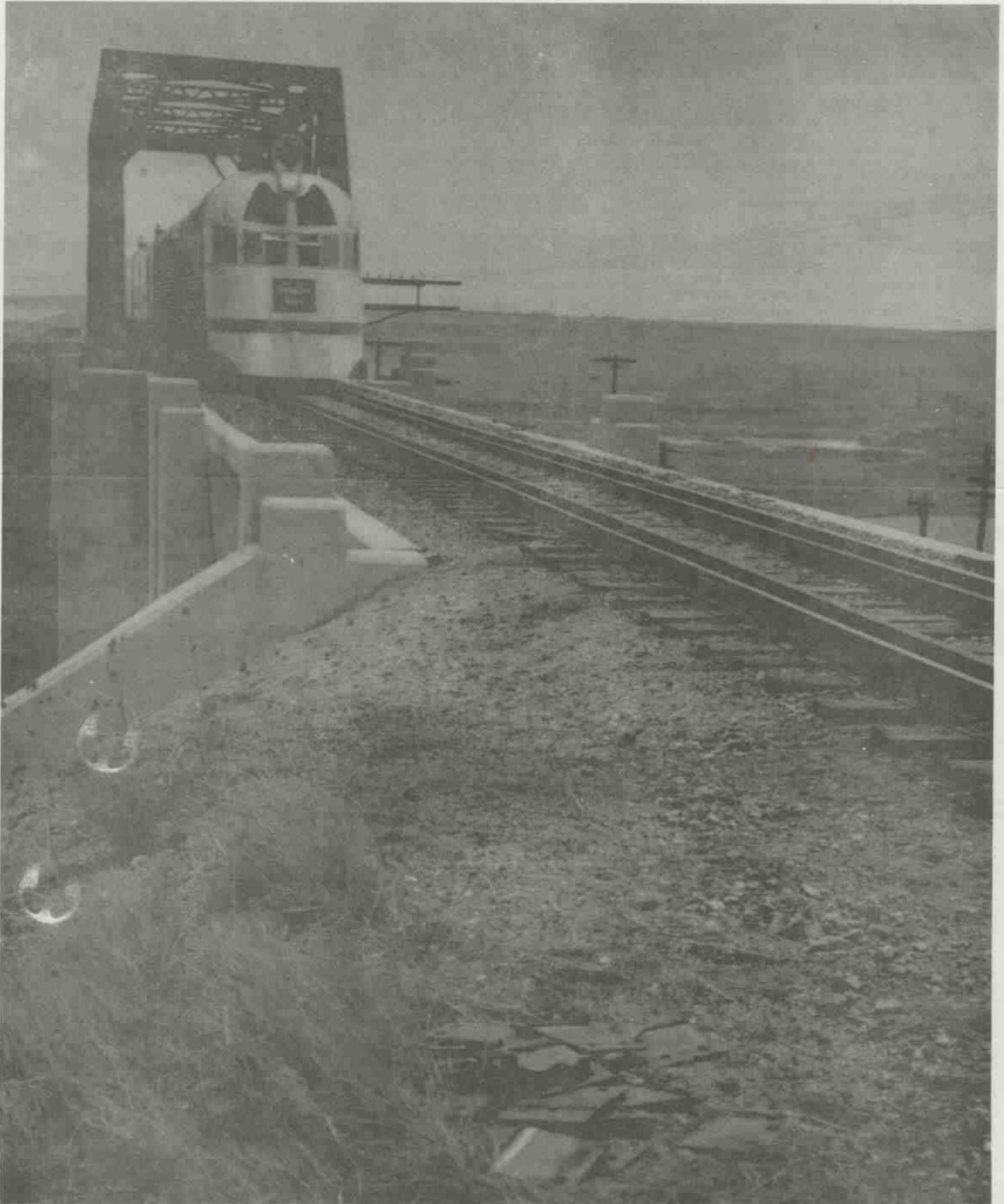
ARKANSAS RAILROADER



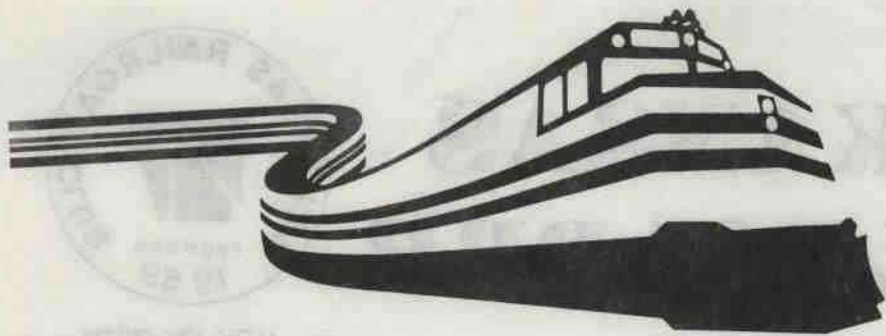
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 22 NUMBER 1

JANUARY 1991



CB&Q "PIONEER ZEPHYR" on its first run in 1934. (Gene Hull collection)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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

☆☆☆PROGRAM☆☆☆

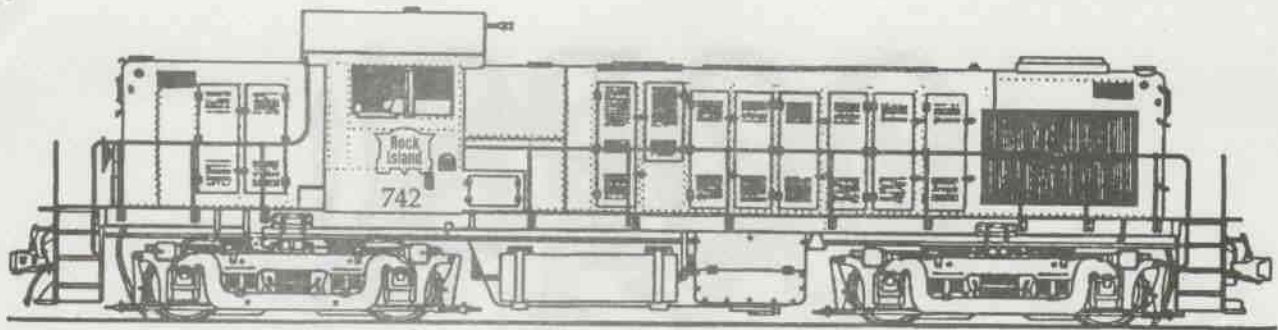
The next program of the Arkansas Railroad Club will be held SUNDAY, JANUARY 13, 1991 at the usual place, the Twin City Bank on Main Street in North Little Rock beginning at 2 PM. Bart Jennings, our new president, will give a surprise show. Refreshments will be served. Also...REMEMBER the special all-day affair at Twin City Bank beginning at 8 AM, NEW YEARS DAY, JANUARY 1. Bring food to eat and things to show (slides, movies, videos, photos, collectibles, etc). Lets's all share in each other's goodies.

RAILCHASING SET - The club will start semi-regular rail-chasing events in February. The first one is FEBRUARY 9, a Saturday, leaving the Twin City Bank parking lot at 545 AM to chase the Little Rock & Western. Others planned are on Sunday, March 3 (BN), Sunday, May 5 to Memphis and Saturday, June 15 (KCS). Also, a trip to Texarkana on Amtrak is planned for Saturday, April 13. Come to the meeting January 13 for more details.

RANDY TARDY ARTICLE MAKES NATIONAL AMTRAK MAILING - Randy Tardy's November 4th ARKANSAS DEMOCRAT article on Amtrak passing jets in the fare race was mailed out by Amtrak's public affairs to many news media across the country in mid December. Randy says this is the first time that has happened to him, to have his article distributed this way.

THANKS TO AUSTIN BARR of Weiner, Arkansas for sending in the article on video being used on crossings in Jonesboro to catch crossing violators. I'll use this next in next month's RAILROADER.

(CLUB NEWS continued on Page 7)



An Engine for the Paper Mill

From the files of the Rock Island Lines, Collection of John Martin: (typed by John Martin)
SUBJECT: Proposed Sale of 1000 HP Diesel

Mr. O. R. Thurston:

Kansas City, August 9, 1967

File 72-146

With reference to your wire of August 8th, file D-527, advising that the Arkansas Kraft at Perry, Arkansas, Supt. Ed Reed, is interested in purchasing a switch engine to take the place of their trackmobile at their plant at Perry, Arkansas:

As advised Mr. Williams in my letter of August 2nd, copy to you, in connection with sale of switch engine to the Pineville Kraft Corporation, Pineville, Louisiana, there are 3 units of this class operating at Little Rock, namely #735, 740 and 742 instead of 747, which will soon be taken out of service and set aside. We suggest that one of these locomotives also be offered to the Arkansas Kraft at Perry, Arkansas at price of \$7,000.00.

I am sending copy of this letter to Mr. Burnett, who will please advise if this price is in line with current trade-in or market value for a 1000 HP Alco locomotive of 1943-44 vintage. If so, would appreciate Mr. Burnett advising you that these people can inspect the engines at Little Rock, Arkansas, and if interested, we will sell one of them at that price.

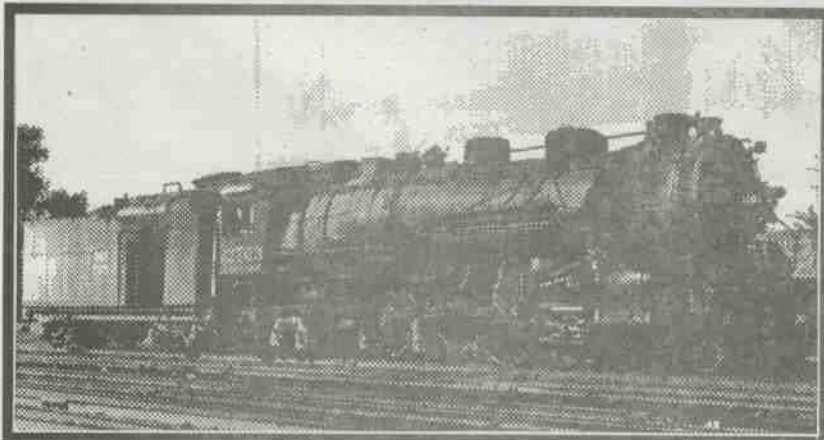
H. J. Bowyer

While the Rock Island had in mind to sell Arkansas Kraft an RS-1, the paper mill eventually, in October of 1967, purchased an Ex Rock Island Alco S-2, 1000 hp, switch engine #721, still in 1989, is used as the Mill switcher, Painted in LRW Green!

It happened to somebody else too! RI #2763 has a slight oil problem too, at Denver Colo. in 1946.

The First Paying Trip

As told to John M. Martin Jr. by John M. Martin Sr., engineer, CRI&P.



It was my first trip after out working after my student trips. I had the good luck to catch a passenger run to Memphis with a 4000 series Mountain oil-burner. Leaving the depot on a very cold winter night at Little Rock we eased across the Arkansas River and I opened the valve to give her a little more oil to build steam and opened the 'buster' valve (the steam line that warms the oil in the tender). The road foreman of engines, Mr. R.R. Rich sat behind me on the seatbox and all of us in the cab got to talking. Some time passed and I had a good head of steam but before I knew it, a look back found great globs of boiling oil spurting out of the tender! I had left the 'buster' on and the oil was boiling hot running over the deck of the tender and down the side of it! I quickly closed the valve but it was too late. Mr. Rich got up and went to the sandbox in the cab and got a scoopful of sand (the sand for sanding the flues) and climbed up on the tender and spread sand around to cover the oil. The old engineer looked over at me, as I was already feeling bad, and exclaimed, "Boy, old Richie's gonna get you!" I replied, "I know, I messed up." The old hogger took great glee in reminding me several times more before Mr. Rich climbed down off the tender and resumed his position on the seatbox. After an eternity of silence and normal conversation, we had reached a stop at Brinkley. Rich leaned over and asked me, "What are we gonna do when the I.C.C. inspector at Memphis ties this engine up?" Frustrated, my reply was, "Well, I guess we'll have to get another engine!" Nothing else was ever said about it again!

OOPS!

As told to John M. Martin, April 25, 1975...

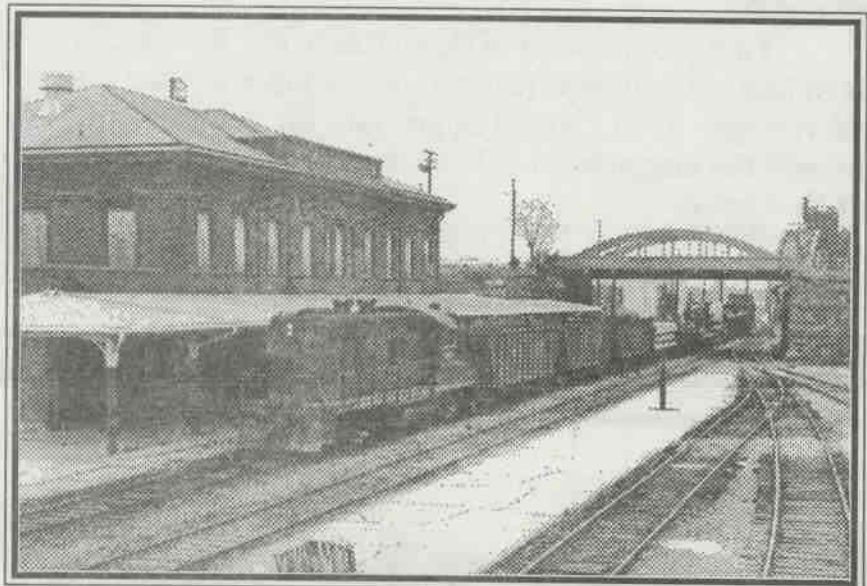
An example of Rock Island ingenuity came last week, a Rock Island work extra on the East end, Mile Post 40, between Madison and Widener, Arkansas, had something a bit grim happen to them. They were doing work on an old pile trestle, placing a culvert beneath it and filling in the trestle with rock. Things had been going smooth...too smooth.

In their consist were two air dump cars filled with rock. Now air dump cars are the *most* expensive freight cars there are and an order of new cars were sent to Arkansas to be used in the massive filling of trestles between Little Rock and Memphis.

The section foreman was connecting the air preparing to dump the loads of rip-rap under the trestle. He pulled the lever and raised the first

The "Oops" extra, Rock Island Work Extra 1323 West heads past the Choctaw Depot notably minus one air dump car!

Photo by John Martin



car and the rock slid smoothly into the creek. He then connected up the second car. He pulled the lever and up went the bed of the car. But instead of the rock sliding neatly out of the car the rock stuck to the bed and the momentum carried car and all -zip-into the creekbed!

No one was injured but there were a few red faces, several snickers behind poker faces, and lots of worry and agony from the section foreman. It seems that the night before there had been a good amount of rain and the mud mixed with the rip-rap had plastered the rock in the car. Usually a little "rough-handling" takes care of any packed rock, but not this day. The car was not picked up for several months later! OOPS!

WIRE

Little Rock, March 19, 1962
Mr. J. G. German,

(Typed by John Martin)

These are estimated costs of repairs to diesel 8018 and 8035 which were damaged in the derailment of Train No. 1 at DeSoto, Missouri on January 16th. These units have been returned to EMD-LaGrange and this information is given you for handling with the insurance offices regarding the costs of repairs.

Unit 8035: Total \$32,831.96
Unit 8018: Total \$28,623.51

These estimates supplied by E.M. McNabb and include 79.47% overhead.
J.G. German

Tragedy in the Bauxite Mines

Researched by John M. Martin

(Also typed by John Martin)



Alcoa Aluminum 0-4-0T No. 8 leads a train of mine cars from the open-pit North Side Lanz Mine of the Arkansas Bauxite Company.

In an opinion delivered March 1, 1909, the Aluminum Company of America was found negligent on several grounds in the following case from Arkansas Reports, Volume 89, 1909 from the case Alcoa v. Ramsey.

George M. Ramsey brought this action against the Aluminum Company of America to recover physical injuries received by him while in the employment of the same company. Alcoa was engaged in the mining of bauxite in Saline County and in connection with its plant operated a narrow-gauge railroad with a trackage of two miles. The railroad was used to haul ore from the mines to the drying shed. The equipment of the road consisted of one locomotive and 80 tram cars. The roadbed was new and the track in good shape at the time the accident in question happened.

George Ramsey was 22 years old at the time of the accident. He began work for Alcoa the 31st of August 1906. He became engineer on January 22nd, 1907 and was engineer up until the time of the accident, which occurred the 18th of June 1907.

Drying sheds ran north and south and the track ran east and west and one northeast. The cars from the northeast track were placed in the sheds by kicking them there. From the east track they were run in by means of a 'flying switch.' There were no wyes or turntables on the road. When the cars came from the Martin Mine, they were run in the sheds by the flying switch and were unloaded there. The customary manner in making the flying switch was as follows:

The locomotive was in front of the cars coming from the mines and when it arrived at a big cut about 200 yards from the switch, the engineer would blow the whistle. In response to this signal, two employees would come out of the drying sheds, go down along the track and jump on the moving cars to assist in bringing them in. One of them would jump on the engine to pull the pin for the flying switch when the engineer gave the signal. The switch was always left open so that the engine could take the right-handed track, which lead around to the end of the shed. After the engine passed the switch, the switch would be thrown so that the cars would take the left-hand track, which led into the shed to the ore bins. When in about 50 yards of the switch, the engineer would check the speed of the engine and this would cause the coupling between the engine and the car next to it to slacken so that the pin could be pulled. The engineer would then increase the speed of the engine so that it could pass the switch and get on the right-hand track ahead of the cars. When the engine reached the switch, the man on the engine with the engineer would jump off the engine and throw the switch in order to place the cars on the left-hand track leading to the sheds. The switchman would then jump on the moving cars to assist the brakeman in setting the brakes, so to stop them at the ore bins. The engine was a small one and had no tender.

The accident happened on the second trip of the morning. The brakeman was riding on the read end of the train and the signal for the switchman to come to throw the switch was blown in the cut as usual. When the engine arrived at a point about 50 yards from the switch, the engineer pulled the pin to uncouple the cars from the locomotive. When the engineer got back on his feet after pulling the pin and looked ahead, McLaughlin was walking up the track toward the engine about ten steps away and page was standing at the switch with his foot on the sill. McLaughlin and Page had come out of the shed to throw the switch and assist the brakeman. It was the duty of Page to throw the switch. The engine was about 40 feet ahead of the cars when it passed the switch. As it passed McLaughlin and Page the engineer called, "You come out here next time and pull this pin. We hare in a hurry this morning. I don't want to pull the pin another time. I pulled it last time." They responded, "all right." The engineer rolled the engine down to the road crossing and stepped off the right side behind it when it stopped. He grabbed the clinker hook and turned around. The cars were then within ten steps of the switch. Page was standing at the switch but Ramsey didn't noticed if he had thrown the switch or not. Ramsey was in a hurry and had stepped down to attend to the fire in his engine as he was both engineer and fireman on the road. He had to rake the fire to get the clinkers out to get up enough steam to move the engine back up the grade. The only way to reach the firebox was to stand in the middle of the track and and go through the only opening in the firebox at the rear. Just as he raised up the cars ran into him, knocked him down and up against the engine. The cars were moving about 7 or 8 m.p.h. when the collision occurred. When the car hit, McLaughlin was four cars lengths from the first car and Page was behind him at the switch.

Ramsey's left leg was crushed and had to be amputated just below the hip. Originally the award was \$20,000 but on appeal the Supreme Court found this excessive and reduced it to \$12,000.

DAY ON THE DETROIT-WAYNE ROAD SWITCHER

By

George B. Hinds

(RETIRED NYC CONDUCTOR)

(Typed by Bill Church)

An article in the "Sentinel" Bluewater Michigan Chapter NRHS Chapter, of which Arkansas Railroad Club member, George E. Hinds of Woodland, Park, Co., is a member, about the museum in Greenfield, Mi. about the difficulty in placing the C&O 2-6-6-6 on permanent display, prompted Mr. Hinds to write to the "Sentinel" about the part he played in that project. Mr. Hinds passed the letter along to Arkansas Railroad Club Member William Church with his permission to send it to the Editor of the "Arkansas Railroader" for publication.

It was of personal interest as mentioned the difficulty in placing the C & O 2-6-6-6 on permanent display. I was road conductor on the Detroit-Wayne Switch Run that put the behemoth in the resting place inside the building.

It was an interesting project, it took, in fact, three weeks to finish the job. Had it all gone well, it would have been complete in less than two hours.

On duty at Livernois Avenue one Saturday morning, I had instructions to stop at Greenfield Village returning from Wayne. We were to shove

a steam engine into the museum. Why a Saturday? To avoid paying overtime as Saturday was a light work day. Westbound we saw the C&O Allegheny in front of the Smith's Creek depot. At that point, I began to have second thoughts about getting that monster around the curve to the building. This was not to be the usual quick out-and-back Saturday trip with an early quit.

Turning at Wayne after finishing a few chores, we hustled back to the Village and found Trainmaster D. J. Chinander waiting, along with a group of C&O roundhouse and MofW people. Coupling up to the steamer, I took a walk part way around the curve to check the rail. One didn't have to be a genius to conclude that the rail was light, the engine heavy and rigid for the curve, and this could be a long day.

We shoved the Allegheny into the curve. It derailed. Every attempt to rerail it throughout the afternoon was unsuccessful. We finally cut off and high-balled for Livernois and home.

The following Saturday we again went into the Village the shopmen had wood blocks

and frogs in place. They had greased the wheel flanges and inside the railhead. Inch by inch the Allegheny came up on the rail again. Slowly we shoved it around the curve without further trouble, lubrication did the trick.

Another problem! Shoving through the museum door, the engine failed to clear the door frame overhead--too tall to squeeze through. I recall the TM asking me if I had a suggestion. By this time my crew and I were anxious to get in and get ourselves out and home, tired of two Saturdays with that big clunker. Half in humor I suggested we pull away a couple of car lengths, then give it a kick and let it alter the door to fit--forcefully. The response to put it mildly was unfavorable. We pulled it outside the door, cut off and went to Detroit. The museum staff then had time to enlarge the doorway to accept the engine.

On the third Saturday, all went well. With some switching around, the Allegheny rested where the museum wanted it placed. Life on the Detroit-Wayne Switch returned to normal.

T H E E N D

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(CLUB NEWS continued from Page 2)

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

NEWS WANTED FOR YOUR TOWN - Please continue to send in railroad-related stories for your town or area. That is the only way we will have of knowing what's going on railroadwise around the state. Your story WILL be used, no matter how big a news story it is. Either send in the original newspaper clipping or summarize it for me to put in the "RAILROADER." Thanks. Send news to: ATTN:Editor, ARKANSAS RAILROAD CLUB, PO Box 9151, North Little Rock AR 72119.

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

ARKANSAS RAIL NEWS

RECENT SITINGS - (North Little Rock) - On September 26, 1990, Gary Dugan saw and recorded 23 trains on Union Pacific's system in Arkansas on the Little Rock, Van Buren and Helena subdivisions. These were all seen between 420 AM and 215 PM, including Amtrak's "Eagle." This information came from THE MIXED TRAIN, Volume XXXIX, No. 4.

RAILS/EARTHQUAKES - The widely publicized prediction from a New Mexico Zoologist of a large earthquake near the New Madrid fault, which runs through Northeast Arkansas, prompted state and federal officials to hold emergency training in early December. The Cotton Belt, Union Pacific and Burlington Northern cooperated. In case an earthquake caused the bridges over the Mississippi River at Memphis to fail, rail shipments would have to go via Chicago or New Orleans and then east of the Memphis area, but they would get through. (ARKANSAS DEMOCRAT, December 3, by Randy Tardy) -- (Editor's note... the prediction of earthquakes to occur on one particular day cannot be done at this time. The 'scare' that occurred in Illinois, Missouri and Arkansas was caused almost entirely by the news media playing on the gullibleness of some people. Fortunately, 99 percent of the people weren't fooled this time. Take time to read past the headlines and it was obvious this was a media event. The only good thing is that now people in that part of the country are more enlightened on earthquake preparadeness).

TWO QUICK ACCIDENTS - (Mandeville) - On November 19, a Union Pacific freight hit a county dump truck in Mandeville, killing its 69-year old driver. The previous day, a UP train about a mile east of this accident derailed 17 cars when it tried to emergency brake to avoid hitting another car stalled on the tracks. (TEXARKANA GAZETTE, November 20, sent in by member David Echols of Texarkana)

GENERAL RAIL NEWS

JOINT OPERATIONAL TRAINING CENTER ESTABLISHED - (Lenexa, Kansas) - Southern Pacific and Santa Fe will open the nation's first cooperative railroad training facility in Lenexa, Kansas, a Kansas City suburb, by the end of 1990. The railroads have signed eight-year leases for the center. The simulator is a mockup of a locomotive cab and controls which electronically simulate actual railroad operating conditions. SP will move its current simulator operations from

Cerritos, California to the new center in Kansas.

It takes over 500,000 trees to supply Americans with their Sunday newspapers every week.

- 50 SIMPLE THINGS YOU CAN DO TO SAVE THE EARTH

RAILROAD POLICE CAN NOW CROSS STATE LINES - Congress in October passed the National Crime Bill, which gave railroad police federal interstate authority. The railroads have been trying to accomplish this since 1921. Until now railroad police could only work in states where they were commissioned. (SP UPDATE)

SP MOVES OUT OF PACIFIC ELECTRIC BUILDING - (Los Angeles) - SP's communications department moved out of the old Pacific Electric building in downtown Los Angeles in mid November. The department was the last to leave the building. The 10-story building, constructed in 1905, was, at that time, the city's tallest structure. It originally housed the offices of the Pacific Electric Railway, which operated interurban passenger service in the greater Los Angeles area. SP acquired control of PE in 1910. The neighborhood had decayed in recent years and SP sold the building in 1987. (SP UPDATE)

DEPOT SAVED - (Marshall, Texas) - After six years of negotiation, Union Pacific and Marshall boosters November 9 signed a 20-year lease that saves the city's historic Texas & Pacific depot from demolition. The problem now is to raise \$450,000 for preservation.

Liability insurance had been a major sticking point between the city and railroad since talks to acquire the depot began in 1984. The impasse was broken after Bill Moyers, nationally-known television journalist and Marshall native, talked directly with Drew Lewis, UP board chairman. Lower insurance premiums was one reason the railroad signed the lease with the non-profit corporation.

The major problem is the depot's location. It sits in the middle of a wye where UP lines to Dallas, Texarkana and Shreveport converge. Public access is by way of a tunnel under the tracks. The 1911 two-story building is structurally sound.

Despite its present condition, Amtrak uses the depot for daily passenger train service, handling some 5,000 passengers per year at the Marshall depot. One goal of the rehabilitation project will be improved Amtrak facilities. Eventually the depot will be used as a railroad museum.

In addition to dollars, the depot group is seeking Texas & Pacific artifacts for the planned museum. Persons who wish to make donations, either money or objects, may write: Audrey Kariel, President, Marshall Depot, Inc., c/o Marshall Chamber of Commerce, PO Box 520, Marshall TX 75670.

NAMES AND LOCOS - For the first time in more than a century, a locomotive is bearing the name of an employee of the Union Pacific. Don Englert of Green River, Wyoming, the 1990 Kenefick Safety Award winner will have his name on an engine. UP plans to revive this historic practice by dedicating locomotives to annual Kenefick Award winners. (Union Pacific's new-format INFO, October 1990)

RAIL FAMILY REMEMBERS "SHORTIMER"

Christopher Johnson was known as "Shortimer" by his family. It was a nickname the 2-year-old gained because of this avid interest in trains.

But Christopher was not like most toddlers. At 13 months, he was diagnosed with neuroblastoma, a rare and tumorous cancer that strikes children under 5.

During chemotherapy Christopher lost his hair, but he did not lose his love for

trains. He and his father often walked along the train tracks near the Denver Childrens Museum, or he would contentedly play with a toy train set in his hospital room. Christophers mother, Donna Johnson, said her son would stop playing long enough to watch musician Pat Metheny's video, "Last Train Home."

When Christopher died in May 1988, a switch engine pulling freight cars traveled slowly by the cemetery, blowing its horn as if on cue. Mrs. Johnson said it was Christopher's "last train home."

Christopher's uncle, grandfather and great-grandfather worked for the railroad.

(Above from the October 1990 INFO)

OMAHA DISPATCHER AVERTS DISASTER - (Omaha) - At 9:35 AM September 9, 14 Southern Pacific freight cars from the SP switching yard were careening west on the UP main line, heading toward Los Angeles. They were on a collision course with three UP locomotives heading east. Meanwhile, 1500 miles away, Omaha UP dispatcher John Cazahous radioed the crew of the UP engines to stop their train and run to safety. At 9:46 AM, the SP cars collided with the UP locomotives 10 miles east of downtown Los Angeles. The crew, just 100 yards away, was uninjured in the nine-car derailment. (INFO, October 1990)

WASTE SAND - Between 20,000 and 30,000 tons of tainted sand have to be disposed of each year from SP's yards. The sand - collected from areas in the yards where locomotives have been fueled and sanded for many years - has a high content of diesel fuel and lubricating oil. As a result, the sand is considered a hazardous material and must be taken to a disposal site for hazardous waste. It costs SP about \$2 million annually to remove the sand to a licensed hazardous waste disposal site in Utah. (SOUTHERN PACIFIC BULLETIN, October 1990)

UNION PACIFIC ABANDONS BRANCH NEAR ST. LOUIS - Union Pacific has abandoned six miles of the 10.7-mile Carondelet Branch which connects Kirkwood with South Broadway in St. Louis. The line was once a busy connector between the St. Louis-Kansas City and the St. Louis-Little Rock main lines. (ST. LOUIS POST-DISPATCH via THE GATEWAY RAILLETTER)

RAILROADS URGE DEFEAT OF LARGER TRUCK LEGISLATION - Railroads could see a reduction of 52 percent in their profits if Congress passes legislation that lets trucks pull 3 trailers nationwide. The trucks also will damage the highways more as well as be a pain in the neck when trying to pass. Already today the trucks don't pay near their fair share of highway taxes - they expect us taxpayers to keep their "right-of-way" with a green signal. It's about time this nonsense is stopped. Write your congressmen to urge them to stop this uncalled for legislation. Write letters to the editor to your local newspapers, too. This issue will affect not only the railroads but the safety of our family driving. Let's not give the trucking industry another free ride. Enough is enough.

AMTRAK NEWS

"EAGLE" CARRIES RECORD 200,000 PLUS - During the fiscal year 1990, which ran between October 1, 1989 through October 31, 1990, Amtrak's "Eagle" through Arkansas carried a record 200,507 passengers, up 28.1 percent from a year earlier. Of course, part of this increase was due to the Dallas-Houston segment being so popular as well as the fact that the "Eagle" became daily on January 19.

RECORD RIDERSHIP IN 1990! - Nationwide, Amtrak again broke ridership records compared with the previous year. For the year ending October 31, 1990, Amtrak carried 22,186,300 passengers, up 3.9 percent from 1989.

1991 AMTRAK BUDGET GOOD - Amtrak will receive \$475 million in FY

1991, \$132 million of which will be for capital improvements. In addition, \$150 million formerly paid by Amtrak into railroad retirement will now be paid by the Federal Railroad Administration. The capital funding is the highest in 10 years for the company. Also part of the budget package, Amtrak and other railroads for the first time will pay 2.5 cents a gallon on diesel fuel. However, motorists will pay 5 cents more for a gallon of gas, half a percent of which will go to mass transit. This is also good news for Amtrak. (THE CINDERS, December 1990)

AMTRAK COVERS 72 PERCENT OF COSTS - Again this year, Amtrak covered 72 percent of its costs by revenues, exactly the same as in 1989. They were hoping to cover 75 percent, but didn't have many other incomes (such as from real estate) that they had last year. Still, only 10 years ago Amtrak was only covering 48 percent of its costs.

WASTE FROM TRAINS - The National & Community Service Act passed by Congress in October protects Amtrak from ongoing legal action on the issue of waste discharge from trains. The law requires Amtrak to retrofit post-1971 cars with full-retention systems by October 1996 and do the same with pre-1971 heritage fleet cars. This law preempts state laws, such as Florida which had tried to sue Amtrak on the subject. (THE CINDERS, Philadelphia Chapter NRHS, December 1990)

NEW CARS FOR AMTRAK - Word has it that 75 or 79 new Superliners will be requested by Amtrak as well as 50 new locomotives, 43 diesel-electric. Also, it is estimated that 348 of Amtrak's older cars which cannot be retrofitted with full-retention toilets will be retired by 1996. (Perhaps the Cotton Belt Rail Historical Society could obtain ALL these cars and start its own cross-country excursions). (THE CINDERS, December 1990)

NEW NEW YORK/BOSTON SERVICE - On October 28, Amtrak began operating a "New England Express" service between New York and Boston, making the run in 3 hours and 50 minutes. This cuts off about an hour from the prior best running times between the two cities.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>SEP 89</u>	<u>SEP 90</u>	<u>% CHANGE</u>
NE CORRIDOR	886,035	861,243	-2.8%
SHORT DISTANCE	364,220	402,908	+10.6%
LONG DISTANCE	397,927	432,493	+8.7%
"Eagle"	9,061	12,462	+37.5%
"Sunset"	8,230	7,409	-10.0%
"City N Orleans"	15,227	15,183	-0.3%
SPECIAL TRAINS	2,604	1,150	-55.8%
<u>TOTAL</u>	1,650,786	1,697,794	+2.8%

Amtrak had an average of 168.5 passengers on its trains at any one time in SEP 1990. (The "Eagle"/"Sunset" had an average of 150.6 passengers on board).

For the fiscal year 1990, Amtrak carried an average of 183.3 passengers at any given moment. The "Eagle" carried 207.6 for the year.

Amtrak was on time 81.1 percent of the time in SEP 1990 (The "Eagle" was on time 30.0 percent of the time).

	<u>WHOLE FS/YR 1989</u>	<u>WHOLE FS/YR 1990</u>	<u>% CHANGE</u>
NE CORRIDOR	11,114,792	11,185,322	+0.6%
SHORT DISTANCE	4,726,082	5,123,956	+8.4%
LONG DISTANCE	5,456,166	5,820,551	+6.7%
"Eagle"	156,527	200,507	+28.1%
"Sunset"	114,532	107,423	-6.2%
"City N Orleans"	212,574	208,043	-2.1%
SPECIAL TRAINS	66,111	56,471	-14.6%
<u>TOTAL</u>	21,363,151	22,186,300	+3.9%

NEWS UPDATED through December 15, mailed December 26. Deadline for the February issue is January 15.



JOIN THE ARKANSAS RAILROAD CLUB

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

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JANUARY 13 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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

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

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as newsletters cannot be forwarded. ALL Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



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

Newsletter phone: (501)-758-1340



Attn:Ken Ziegenbein, Editor
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ADDRESS CORRECTION REQUESTED

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