



ARKANSAS RAILROADER



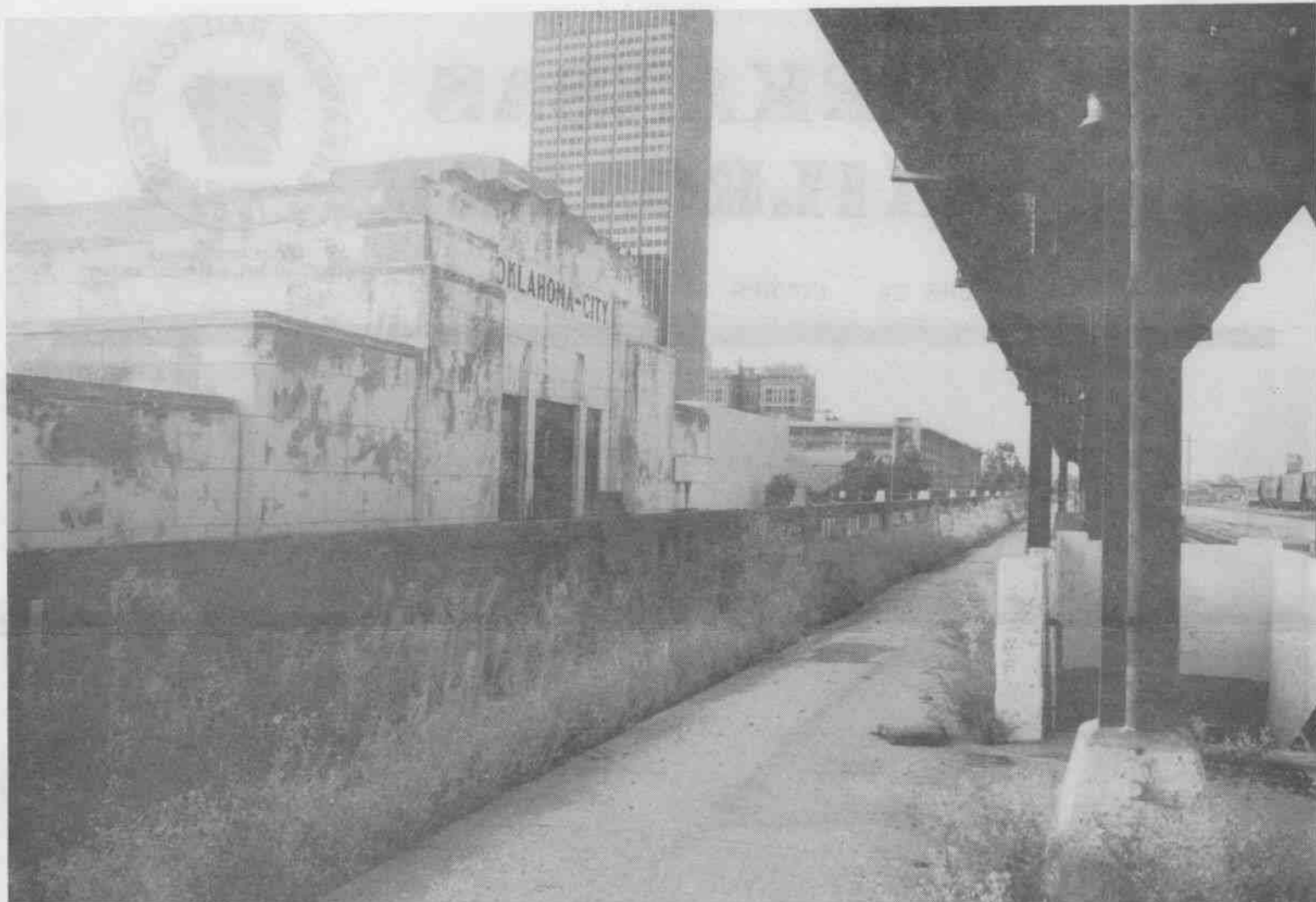
VOLUME 24 NUMBER 1

JANUARY 1993

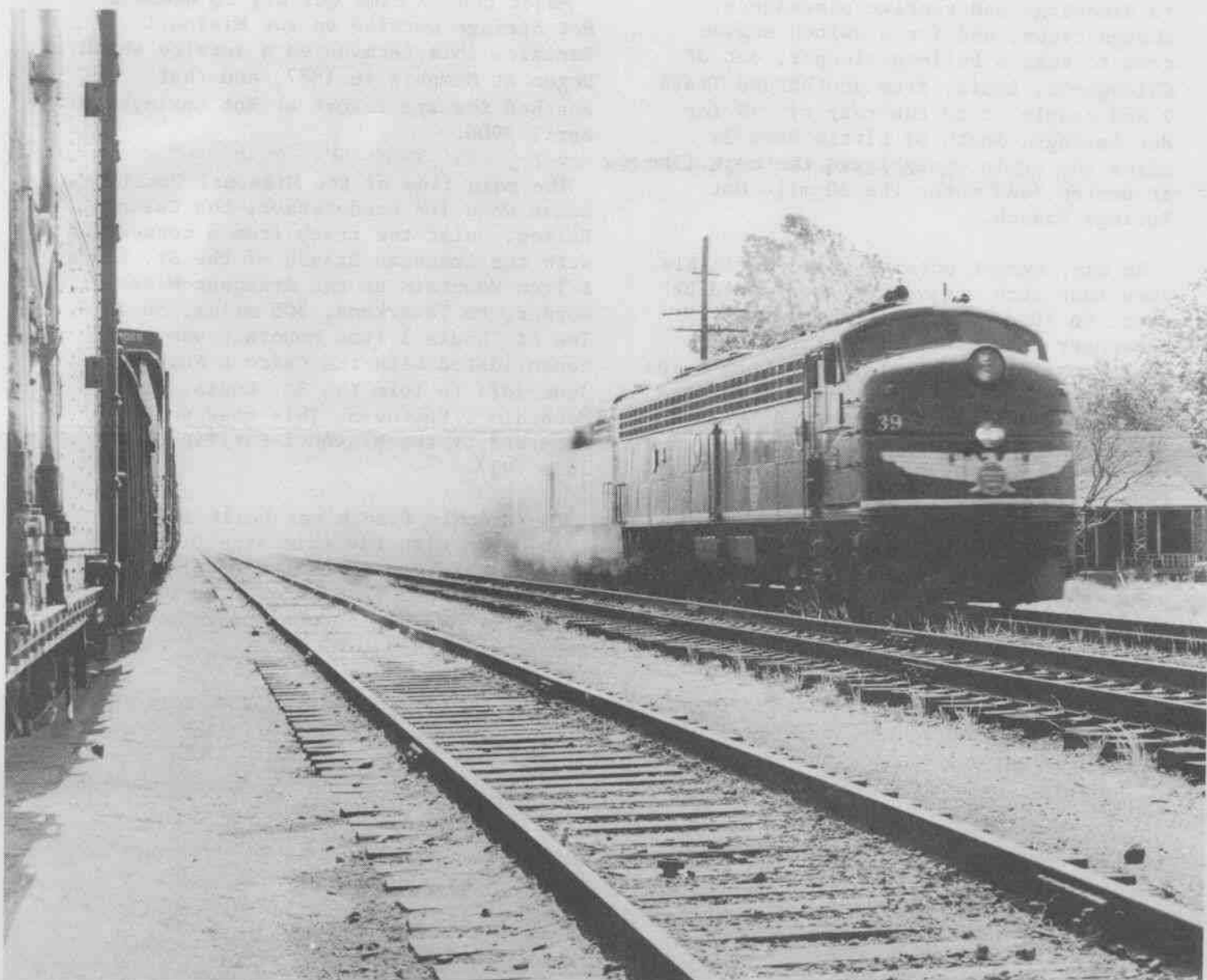
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



Santa Fe's/Amtrak's *Texas Chief* used to stop here twice a day until 1979 when it was discontinued. To the right of the abandoned passenger platform, Santa Fe's tracks were still in relatively heavy use by freights in 1992. The track where I was standing on, however, has seen better days. The Santa Fe station is to the left with the city skyline as a backdrop. Where is this serene scene? Why, Oklahoma City, of course, taken on September 15, 1992 by Ken Ziegenbein. I had to climb an old rusted "fire escape" ladder to reach this location.



TOP - The abandoned Oklahoma City Santa Fe depot as seen from track level, which is well above street level. Venturing down the steps, I saw a few things which told me this was not the place to be alone late in the day. However, I could imagine when hundreds of people would go up and down those stairs every day in perfect safety. **BOTTOM** - The station as seen from across the street. It appears to have been abandoned, although someone told me a restoration was planned. The Santa Fe's main Kansas-Texas line runs through Oklahoma City and the *Texas Chief* was a regular visitor until 1979. (Ken Ziegenbein photos, September 15, 1992)



In May 1962, Missouri Pacific Train 219 westbound from Memphis to Hot Springs, Arkansas, enters North Little Rock, Ark., 11:00 a.m. On the head end was GM-EMD E8A No. 39, originally No. 7019. (Gene Hull photo)

THE END WAS NEAR

by: Clifton E. Hull

At 11:00 a.m. on a hot, humid summer day in May 1962 I was in the Missouri Pacific NEW YARD at North Little Rock, Arkansas. With my trusty twin-lens Yashica camera, I was preserving images of the railroad. About a quarter-mile to the east the yard, and the double-track main line, curved to the left. This main line was the north end of the Arkansas Division (Hoxie Subdivision, North Little Rock, Ark. to Poplar Bluff, Missouri, 179 miles.)

The yard tracks were pretty well filled

with cars of every description, subjects for my camera. From around the curve came the hoarse, raucous sound of locomotive air horns. A passenger train surged around the curve and came racing down the main line. Everything behind the lead diesel unit was shrouded with ballast dust, and smoke from hot brakeshoes. I barely had time to swing my camera into position to preserve the above image.

This was Train 219 westbound from Memphis to Hot Springs. It would halt at Little Rock Union Station for 20 minutes

to discharge and receive passengers, change crews, and for a switch engine crew to take a Pullman sleeper, out of Chicago-St. Louis, from southbound Train 7 and couple it to the rear of 219 for Hot Springs. South of Little Rock 24 miles the train would leave the main line at Benton, and enter the 30-mile Hot Springs Branch.

No one, except possibly some officials, knew that such activities soon would be over. On 20 January 1964 the last passenger train left Hot Springs. A notice was displayed at Little Rock Union Station that bus service for Hot Springs was provided by Continental Trailways. Six months later, in July 1964, the track of the Hot Springs Branch was dismantled. (See TRAINS, March 1984, page 27).

The locomotive in the photo I made in May 1962 at North Little Rock, GM-EMD, Model E8A, No. 39, and most of her sister E units, was scrapped by the MOP at North Little Rock between 1962 and 1966.

Major change came quickly to Memphis-Hot Springs service on the Missouri Pacific. This terminated a service which began at Memphis in 1887, and that reached the spa resort at Hot Springs in April 1900.

The main line of the Missouri Pacific began when its predecessor, the Cairo & Fulton, built the track from a connection with the Arkansas Branch of the St. Louis & Iron Mountain at the Arkansas-Missouri border, to Texarkana, 305 miles, in 1873. The St. Louis & Iron Mountain was consolidated with the Cairo & Fulton in June 1874 to form the St. Louis, Iron Mountain & Southern. This road was absorbed by the Missouri Pacific on 1 June 1917.

The Memphis Branch was built from a connection with the main line 0.43 mile south of the center of the depot at Bald Knob, Arkansas, to a connection with the Frisco at Memphis between December 1886 and November 1887.



The abandoned Missouri Pacific Hot Springs Branch right-of-way at Lonsdale, Arkansas looking west, taken on Saturday, October 26, 1974 at 11:25 AM CDT, just over 10 years after the track was dismantled. The last passenger train ran on this route on January 20, 1964 with the tracks taken up in July, 1964. (Ken Ziegenbein photo)

The Hot Springs Branch was begun by the Little Rock, Hot Springs & Texas in 1893. The road was graded between Hot Springs and Benton, and four miles of track were built in 1897. This road was sold in July 1899 to the Little Rock & Hot Springs Western. This road was completed from Hot Springs, through Benton, to a connection with the Choctaw, Oklahoma & Gulf (later Rock Island) near the south limits of Little Rock in 1899.

Benton and Little Rock to the Choctaw road. The line from Benton to Hot Springs was operated as a branch of the Iron Mountain. The LR&HSW ran its first train into Hot Springs in April 1900.

My camera recorded the sad end of a historic era of Arkansas railroading that day in 1962.

- END -

In September 1901, the St. Louis, Iron Mountain & Southern acquired the majority of the stock on the LR&HSW, and immediately leased the line between

61-MEMPHIS, LITTLE ROCK, HOT SPRINGS, TEXARKANA AND POINTS IN LOUISIANA, TEXAS, MEXICO AND SOUTHERN CALIFORNIA.

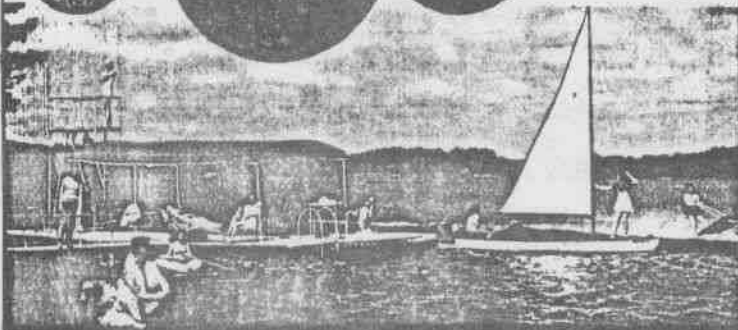
| 201 | | 225 | | 203 | | 219 | | 239 | | Misc. | | December 15, 1929. | | | | 204 | | 238 | | 220 | | 207 | | 228 | | |
|------|------|------|------|------|------|------|------|------|------|-------|---------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| P.M. | P.M. | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | | LEAVE | [ARRIVE] | P.M. | P.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. |
| *11 | 10 | 7 | 15 | *8 | 45 | 7 | 00 | 0 | + | | Memphis | | 12 | 50 | 6 | 40 | 8 | 40 | 1 | 00 | 1 | 00 | 1 | 00 | 1 | 00 |
| | | | | | | | | | | | | Bridge Junction | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Gavin | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | Nio Vista | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Bald Knob | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Bald Knob | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Wessett | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Higginson | | | | | | | | | | | | | | |
| | | | | | | | | | | | | Little Rock | | | | | | | | | | | | | | |

Table 64-LITTLE ROCK AND HOT SPRINGS.

| 3-203 | | 37-809 | | 807 | | 219 | | 17 | | 201 | | 893 | | Misc. | | Dec. 15, 1929. | | | | 4-204 | | 894 | | 808 | | 808 | | 220 | | 18 | | 201 | | |
|-------|------|--------|------|------|------|------|------|------|------|-------|-------------|-------|------|-------|-------|----------------|----------|------|------|-------|------|------|------|------|------|------|------|------|------|------|------|-----|----|--|
| P.M. | P.M. | P.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | A.M. | | LEAVE | [ARRIVE] | A.M. | MIX | P.M. | P.M. | P.M. | P.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | | | |
| *7 | 26 | *5 | 16 | *4 | 45 | 7 | 00 | 0 | + | | Little Rock | | 8 | 15 | A.M. | | 8 | 15 | A.M. | 2 | 30 | P.M. | 5 | 15 | 8 | 25 | 11 | 00 | | | | | | |
| 8 | 16 | 4 | 05 | *2 | 00 | 8 | 30 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | 13 | 1 | 40 | |
| 8 | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 15 | 5 | 00 | 2 | 60 | 1 | 45 | 6 | 15 | 6 | 00 | 5 | 37 | + | | Hot Springs | | 8 | 30 | 7 | 15 | *1 | 26 | *5 | 00 | *5 | 45 | *6 | 45 | *6 | 45 | | | |

*Daily; †daily, except Sunday; §Sunday only; a Tuesday, Thursday and Saturday, ‡via Houston; † stops to take for Memphis and beyond; ‡ stops to take for or leave from Longview and beyond; § stops to leave passengers from Longview Junction and south, Fort Worth, Dallas and points west; ¶ stops to leave passengers from Memphis.

IT'S VACATION TIME **NEW** IN



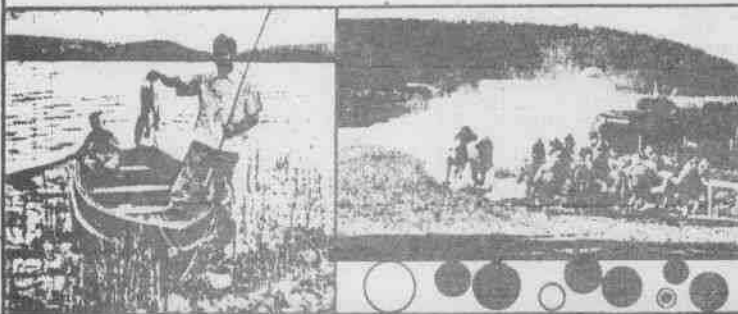
HOT SPRINGS

National Park

In fact, it is always vacation time in this beautiful Arkansas mountain resort. Most famous for its health-restoring thermal springs, Hot Springs is an ideal playground too, providing active fun out-of-doors and delightful entertainment when daylight hours are gone.

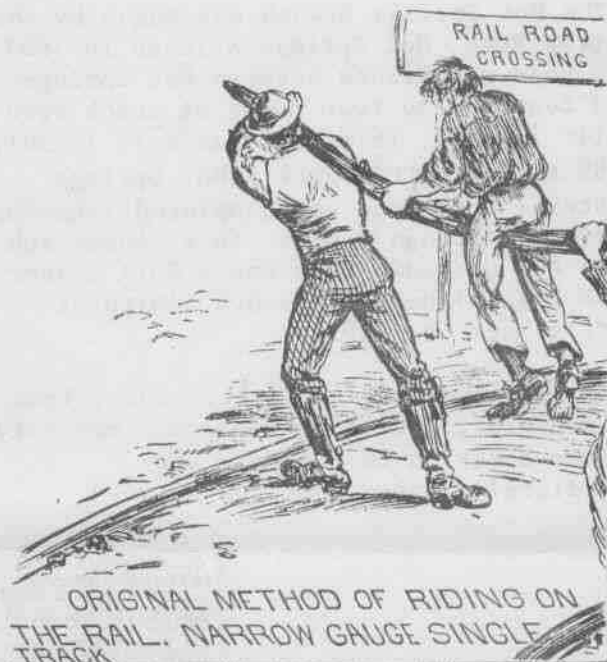
For the hiker, cyclist or horseback rider there are miles of lovely winding trails. Lakes Catherine, Hamilton and Ouachita were made to order for boating, canoeing, and water-skiing. Game fish abound in the waters of these and adjacent streams. There are golf courses to tempt the novice and challenge the expert and in the early spring season beautiful Oaklawn Park provides thrills for the horse racing fan.

When you decide you want to go to Hot Springs get in touch with the nearest Missouri Pacific passenger representative. He will be glad to help you with your travel plans.



From the December 7, 1958 Missouri Pacific systemwide timetable. (Ken Ziegenbein collection)

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MISSOURI PACIFIC

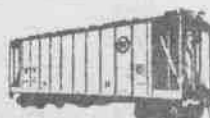


Bulkhead Flat Car



"DF" Loader

WILL HELP YOU SELECT THE RIGHT



Air Slide Covered Hopper



Refrigerator Car

EQUIPMENT FOR YOUR LOADING



Mill Type Gondola



Coke Gondola

JUST CALL THE NEAREST



Piggy-Back



Covered Hopper

MISSOURI PACIFIC TRAFFIC OFFICE

or write or call

J. M. HREBEC
Gen. Freight Traffic Mgr.
1706 Missouri Pacific Bldg.
St. Louis 3, Mo.



CLUB HAPPENINGS - ANNOUNCEMENTS

1993 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - John Hodkin, Jr.
506 Gorden St
N Little Rock AR 72117
(501)-945-2128

Vice-President - Matt Ritchie
PO Box 2893
Russellville AR 72801
(501)-967-6627

Treasurer - Dick Byrd
12 Flintwood Dr
Little Rock AR 72207
(501)-225-7354

Secretary - Polly Hamilton
Board Tres - 208 Dell
Hot Springs AR 71901
(501)-321-2696

National - Dick Davis
NRHS Dir PO Box 240
Austin AR 72007-0240
(501)-843-9658

Editor - Ken Ziegenbein
905 Valerie Drive
N Little Rock AR 72118
(501)-758-1340

Historian - R. W. McGuire
114 Rice St
Little Rock AR 72205
(501)-375-1738

Board - Robin Thomas '95
10980 Rivercrest DR #26
Little Rock AR 72212-1412
(501)-225-1952

Board - Stanley Wozencraft '94
PO Box 1938
Little Rock AR 72203
(501)-664-3301

Board - Peter Smykla '96
2800 West 37th
Pine Bluff AR 71603
(501)-535-4724

Board - Clifton E. Hull '93
3507 E Washington, #31
N Little Rock AR 72114
(501)-945-5556

Board - Tom Shircliff '97
129 Jessica Dr
Sherwood AR 72120-3429
(501)-834-4914



P R O G R A M

The next regular meeting of the Arkansas Railroad club will be held on SUNDAY, JANUARY 10, 1993 on the third floor of the Twin City Bank in North Little Rock. Programs are always given. This month's program was not known in time for publication, but they are always worth coming to. The public is invited. Refreshments are provided.

Also remember our JANUARY 1 get-together at the same place from 8 am til whenever everyone leaves. Bring things to show. This meeting is informal. The program for January 10th should be known by that time.

MEMBERSHIP INFO - As has been our policy for many years, if a new member joins after the middle of the year, say in the summer or fall, his/her membership is paid up through the next year. So, those of you who joined during our 3985 trip are automatically members through December 1993 already and don't have to pay another \$15 until the end of 1993. If you paid last fall and paid again after seeing the renewal notice in December's newsletter, then your membership will automatically be extended through December 1994. Thanks. We, and most other clubs, have always had our dues payable on the first of the year to keep booking to a minimum, and this policy will continue. We don't have a full-time bookkeeper and this way is much simpler.

Notice the dates on your mailing labels in the upper right corner. This is when your membership expires.

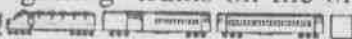
NEW FAX NUMBER - The Arkansas Railroad Club now has a 24-hour Fax number. It's 501-753-6830. The fax is located at Kinko's Copiers on JFK Blvd in North Little Rock (they're open 24 hours for business also). Having access to their fax doesn't cost us anything until used. We pay .49¢ for each page of fax received. They will notify me when a fax is received.

Should you ever fax the club something (like a last-minute item for the newsletter), just be sure you indicate that the fax is for the Arkansas Railroad Club or me, Ken Ziegenbein. Thanks.

WEIRD DREAM - I'd like to relay to you a dream I had the night of December 10th. It was vivid and contained Arkansas Railroad Club members. In short, we hi-jacked a Union Pacific passenger train, with a UP PA-1 on the point. We wanted to take it over an abandoned track and thought we were in the clear when several UP police boarded the train right before we pulled out.

We thought our goose was cooked. Then the train started to move (with, of all people, Barton Jennings as engineer - he was in on the attempted hi-jack). The train pulled up to a large bush growing on the abandoned track and stopped. The UP police got out and cut the bush down and said we could go ahead. They then joined us!

We rolled along with our passenger train through towns long ago abandoned by the trains. Some appeared as ghost towns, but people got out and waved to us. We were saying something all the time through a loud public address system to the people in the towns. I asked what the name of one town was, and Dick Byrd told me it was called Glidden.

We were coasting along in this dreamland, when I woke up. I couldn't recognize anyone else in the dream except Bart and Dick, but I knew there were club members aboard. Maybe I can continue this trip tonight? Maybe I'm getting "trains on the brain" disease? Maybe I'm staring at a computer screen too long! 

FONTS - That's the different shapes of letters used in computer documents, sort of like typewriter letters using different cartridges. Anyway, I now have over 50 different fonts I can use in the newsletter, most scalable Windows True-Type fonts and More Fonts (I use WordPerfect For Windows as my word processor). For instance, the train above is a font, as are the following:

TRAIN - TRAIN - TRAIN - TRAIN - TRAIN - TRAIN - TRAIN - TRAIN -
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TRAIN - TRAIN - TRAIN - TRAIN - TRAIN - TRAIN - TRAIN - TRAIN -

How's this? Perhaps I could type the entire newsletter with this font, looking like a child's writing or scribbling. Or, perhaps this script font.

THANKS FOR THE GIFT - Thanks to the club for the Donald Duck T-shirt given to me at the December 12 Christmas Party. It has already been worn to the YMCA many times.

SEND IN NEWS! - As many of you have. However, I know I'm missing some rail stories around Arkansas. Remember, if you don't send in the news clippings, I won't know about rail news in your area, and if I don't know it, it can't be printed. Thanks.

SHOW & SALE NEWS - Our 13th annual Railroad Antiques and Collectibles Show & Sale will be held on Saturday, May 1, 1993 at the Hall of Industry, Arkansas State Fairgrounds, Little Rock, from 9 am to 5 pm. Setup will be the Friday night before. If you'd like to know more about renting a table (\$20), contact the Arkansas Railroad Club or call Bill Church at 501-(501)-753-4582, before 9 pm or John Hodkin, Jr. at 501-945-2128, 6-10 pm.

A question has arisen as to exactly what number this show is. The first "official" show for the club was in 1981. However, in 1975, we had a "museum show" at our Riverview

Drive location, with brief mention made of others in the following years. Then in the late 1970's we had some "show but no sales" in the lobby of Worthen Bank in downtown Little Rock. There is no mention of any regular show in the past years newsletters until 1981.

TOM A. COULSON

Born 1924 - Died November 2, 1992

Mr. Coulson (68) was a long-time member of the Arkansas Railroad Club. He was living at 9696 Hayne Blvd, #E-8, New Orleans LA 70187 at the time of his death. He died of a massive heart attack. His wife, Janice, says he would have wanted to have this notice in the newsletter.

INTERLOCKING TOWERS HELP NEEDED - Allen Brougham, editor of the "Bull Sheet" is looking for help in finding any remaining interlocking towers with Armstrong Lever Assemblies in service. He plans to use the information in a forthcoming issue of the "Bull Sheet." He is also interested in knowing of any drawbridges in which switches and derails are moved in pipelines. He notes that there are a number of towers in service around the country in which levers are still used but are no longer connected to pipelines. He is not interested in these, but only those towers in which levers still engage actual pipelines. If you know of any of these interlocking towers, contact Allen Brougham, 8708 Richmond Avenue, Baltimore MD 21234-2831.

EARL SAUNDERS SLIDES - The club's collection of slides by Earl Saunders now is at the Special Collections Department (library second floor) at UALR in Little Rock. They are available for prints or duplication. A copy of the index is in our President's file. Gene Hull did the indexing and most work for this project. Thanks, Gene!

D&R BOOK TO BE PUBLISHED - Gene Hull said that as of November 28, he and Bill Pollard signed a contract with the University of Central Arkansas Press to publish the history of the Dandanelle & Russellville Railroad. It should be available about September 1993. (Just in time for next's year's Christmas season!)

DUES NOTICE - All should have received their 1993 dues notice in last month's newsletter. Please get those dues to the club as soon as possible so you can continue to receive the newsletter and other club benefits. Remember that I.D. cards won't be sent out until March or April.

NRHS BOARD MEETING - The NRHS Board of Director's Meeting will be held at the Camelot Hotel in Little Rock March 26-28, 1993. Dick Davis is in charge of this meeting. Tentatively, we plan to give the 100 or so NRHS members present a tour of the Arkansas Railroad Museum in Pine Bluff one day, plus other activities. Contact Dick if you have need any further information.

NEW MEMBER REMEMBERS - OTIS R. HOLLOWAY of Marvell, Arkansas is a retired 18-wheeler who likes and remembers railroads. He remembers walking past the Missouri Pacific shops on his way to North Little Rock Junior High in 1937-39, occasionally getting a tour of the facilities. He had his favorite steam engine back then and is very sad that the Rock Island died. He's ridden 14 different railroads, has a deceased uncle who was a MOPAC engineer, a cousin was a switchman on the Rock and a brother-in-law who is a fireman on the Southern Pacific in California.



Arkansas
Boston Mountains
Chapter



National Railway Historical Society

Meets Every Third Thursday at 7:00 pm
At Shiloh Museum - Springdale, Ark.
Phone 751-7510 10 West Johnson Ave.

This card was given to me at our December 12th Christmas Party. This is one of our other NRHS chapters in the state and if you're ever in Springdale on the third Thursday of the month, give them a visit. They also have an excellent newsletter.

MOUNTAIN VIEW MAN WANTS YOU! - RICKY SHUTTLEWORTH of PO Box 1216, Mountain View AR 72560 would like to know if there is anyone who lives near Mountain View who likes to railfan. He does rail photography a lot near Hoxie. He welcomes your letters.

ARKANSAS RAIL NEWS

SANTA ARRIVES ON SP - (Pine Bluff) - On December 15, Southern Pacific began what may be the first of its "Santa Trains" across the Midwest Region of the railroad. The train was to go from Pine Bluff (December 15) to Illmo, Missouri (16th), East St. Louis, Illinois (17th), Bloomington, Illinois (18th), Quincy, Illinois (19th), Kansas City, Kansas (20th), Jefferson City, Missouri (21st), Herington, Kansas (22nd), Pratt, Kansas (22nd) and Dalhart, Texas (23rd). This was to be an employee special, with only the children of SP employees allowed to visit Santa on the train.

The train consisted of one engine, a boxcar full of Christmas goodies, and a caboose, equipped with Santa's chair, a Christmas tree and all the signs of the season decorating the rail equipment. (I didn't see this train, but if someone got a picture of it, please send it to me, thanks).

Santa was played by switchman J. R. Johnson of Pine Bluff. The train, all run and staffed by volunteers from the railroad, went 2,000 miles on this trip. (Editor's note... let's hope SP makes this an annual affair and invites the public to view the train next year, ala CSX) (Jim Johnson, SP Grade Crossing Safety Dept.)

COTTON BELT 336 UPDATE - (Pine Bluff) - Bill Bailey reports via *The Cotton Belt Star* newsletter of the Cotton Belt Rail Historical Society that Cotton Belt Steam engine #336, stored since 1963 in a park in Lewisville, Arkansas, will be moved to the Arkansas Rail Museum in Pine Bluff in December. The 336 is a 2-6-0, built for \$11,960 in March 1909 by Baldwin Locomotive Works. It is the only surviving engine of its class. Tracks have been laid at the museum for the storing and displaying of this historic engine.

The D-3 class engines were used on the Cotton Belt until 1949. Numbers 333 and 334 went to Texas for the Paris & Mt. Pleasant Railroad and were retired in 1955. The 336 was sold to the Meriwether Gravel Company in 1947, then sold to Gifford-Hill in 1961, finally to be displayed at Lewisville in 1963, where it still was in early December. It was donated to the Historical Society in Pine Bluff on May 2, 1990. Asbestos removal was donated by Dodco, Inc. of El Dorado in January 1992. Tons of pipe and hardware were removed from the engine last summer so it could be hauled via truck to Pine Bluff this December.

Plans are to cosmetically restore the engine, painting it in its original Baldwin Locomotive Works colors. The 336 and its younger brother (by about 40 years) the 819 are the last Cotton Belt steam locomotives for public viewing and part of a vanishing memory of unique railroading.

Bill Bailey would like to hear from anyone who has first-hand or other knowledge of the 336 or technical data. If you have such data, contact him at 8318 Reymere Drive, Little Rock AR 72207 or call 501-224-6828. You may also contribute to the 336 moving fund by sending a tax deductible check to the CBRHS, PO Box 2044, Pine Bluff AR 71613.

You've heard the saying "Go With The Flow?" Well, sometimes the flow goes over a waterfall. Sometimes you have to grab a tree. (Ken Z)

READER RAILROAD UPDATE - (Reader) - James E. O'Neal of East Camden, Arkansas wrote to your editor and gave me the Reader Railroad's schedule for September-November 1992. It ran on Saturdays, 11 am and 2 pm and cost \$3.50. They will run a special train if 70 or more buy tickets. Although through for this year, perhaps they will run again next year? Mr. O'Neal asked them for this information in May 1992 but didn't receive the schedule until November 13th.

WHITE RIVER LINE SOLD - Union Pacific selected the Missouri and Northern Arkansas Railroad as the successful bidder to operate 522 miles of UP's tracks in western Missouri, north central Arkansas and southeast Kansas. The agreement should be completed by the end of 1992. The ICC must approve the transaction. The Missouri and Northern Arkansas (sound familiar?) is part of RailTex. Union Pacific put the line up for bids April 10, 1992.



John Bromley, UP spokesman, said that when UP is finished selling or leasing its marginal lines over the country, they will have sold/leased over 6,000 miles of track to short-line operators. Union Pacific should be through with its scale-down program in another two years. The line through Arkansas runs from Kansas City through Branson, Missouri then into north Arkansas to Diaz, where it hits the

UP main north-south line. The M&NA will buy 102 miles from Bergman to Guion, Arkansas, lease 228 miles from Pleasant Hill, Missouri to Bergman and 54 miles from Guion to Diaz. Current employees will be able to exercise their seniority rights.

Member John Harvey of Batesville welcomes the RailTex acquisition of this line. He knows someone who works for RailTex that he says might run this line. (ARKANSAS DEMOCRAT-GAZETTE, November 27 by Randy Tardy and the BATESVILLE DAILY GUARD, November 23 sent in by John Harvey)

GENERAL RAIL NEWS

"TOXIC TRAIN" UPDATE - (Marshall, Texas) - To show just how deadbeat some reporters are (NOT including our own Randy Tardy, of course), an article in the November 21 SHREVEPORT TIMES headlined with "Toxic Train survives vote in Marshall," shows just how absurd some people with small brains think. The story is talking about putting a metal building around an old steam engine in a park in Marshall due to the asbestos inside the boiler. Just the week before, the city commissioners voted to scrap the engine, but protests changed their mind. The reporter also didn't give any history of the engine. He was probably too busy to look it up, or more than likely, he didn't know whether to look under "T" for Train, "E" for Engine or "P" for Park. (Sent in by T.W.M. Long)

From Hank Snow, an employee at our office who recently suffered his second heart attack, talking about things and life in general: "This ain't a dress rehearsal."

CROSSING SAFETY - T.W.M. LONG of Shreveport, Louisiana sent in a couple of interesting articles regarding crossing safety and Operation Lifesaver printed in the November 18 SHREVEPORT TIMES. Both articles viewed crossing accidents from the engineer's perspective and said that while locomotives are cold steel and metal, engineers aren't and can have many years worth of agony regarding deaths related to cars illegally running the red crossing lights. One engineer said that you have 20 seconds until the train gets to a crossing after the lights flash. He equated that to 20 seconds to live for some people. 602 people died across the nation at rail/road crossings in 1991.

CNW ELIMINATES JOBS - (Iowa) - The Chicago and North Western Railway announced November 14 that it will eliminate 185 jobs in Iowa in 1993. The locomotive shop in Council Bluffs will be closed and some customer service jobs will be lost. (*DES MOINE REGISTER, November 14, 1992 sent in by Stephen Eudy*)

SOUTHERN PACIFIC DERAILMENT - (Benton, Louisiana) - On November 5, a Southern Pacific (Cotton Belt) train derailed on the "K" Branch at Alden Bridge near Benton, Louisiana on a long passing track. This super busy line leaves the Cotton Belt's main line at Lewisville, Arkansas to go to Shreveport and the old Texas & New Orleans line from Houston. The line has many chemical trains. During the derailment of 28 cars, Cotton Belt trains detoured via the KCS from Shreveport to Texarkana. Cause was unknown. (*SHREVEPORT TIMES, November 6, 1991 sent in by Thomas White, who also sent a videotape of the derailment*)

UNIONIZED OR NOT - (Hugo, Oklahoma) - According to a story from the *SUNDAY OKLAHOMAN*, as reprinted in the December 1992 *DISPATCHER* of the Central Arkansas Railfan Club, many Kiamichi Railroad workers have voted to become unionized, including its 23 locomotive engineers. The report says that union members want \$14 an hour compared with up to \$10.50 an hour they have been offered. Kiamichi owner Jack Hadley reportedly told a group of employees earlier in 1992 that unionization would ultimately lead to the railroad's sale.



AMTRAK NEWS

AMTRAK TO RECEIVE PERMANENT FUNDING? - According to the December 1992 "UTU Retiree News," the election of Bill Clinton may mean that Amtrak may be on the threshold of getting permanent funding instead of annual appropriations. The paper also expected that striker replacement legislation and family leave will be on the horizon. (*L. T. Walker*)

AMTRAK STATISTICS - As you know, there have been no Amtrak ridership statistics in the past several newsletters. This is not my fault. I haven't received them. I've written a letter to Amtrak's Public Relations asking them why I don't get this info anymore. I also gave them our new Fax Number.

IOWA AMTRAK ROUTE - Supporters of having Amtrak run a train through central Iowa asked money from the state's general fund to help finance the start of the train. The train would go through Cedar Rapids, which plans to build a station. (*DES MOINES REGISTER, November 25, 1992 sent in by Stephen Eudy*).

SUNSET SERVICE EXTENSION - The Alabama Association of Railroad Passengers says that all state funding from Florida, Alabama, Mississippi and Louisiana has been received for the April 1993 startup date for the extension of the Los Angeles-New Orleans "Sunset Limited" to Miami. Both Biloxi and Gulfport, Mississippi each want their own stop while Amtrak wants a common stop between them. This train would be the longest Amtrak dedicated train ever, possibly the longest passenger train even before Amtrak.

NEWS UPDATED through December 16. Deadline for February issue is January 15.

HAPPY NEW YEAR!

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 10 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

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 \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenhein. 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.

Arkansas Railroad Club mail should also be sent to the address below..

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

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)
24-Hour FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE ____ ZIP _____

TELEPHONE NUMBER () _____

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

**ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119**

WELCOME ABOARD!!!

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

| | |
|---|---|
| JANUARY 1 - All-day New Years get-together at Twin City Bank, starting about 8 AM. Bring things. | MARCH 14 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. |
| JANUARY 10 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. | MARCH 26-28 - NRHS Board of Directors Meeting - Camelot Hotel, Little Rock. |
| FEBRUARY 14 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. | MAY 1 - Arkansas Railroad Club's 13th annual Show & Sale, Hall of Industry, State Fairgrounds. |

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Attn: Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
PO BOX 9151
North Little Rock AR 72119

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JANUARY 1993

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KENNETH W. ZIEGENBEIN
905 VALERIE DR
NORTH LITTLE ROCK AR 72118-3160