



# ARKANSAS RAILROADER



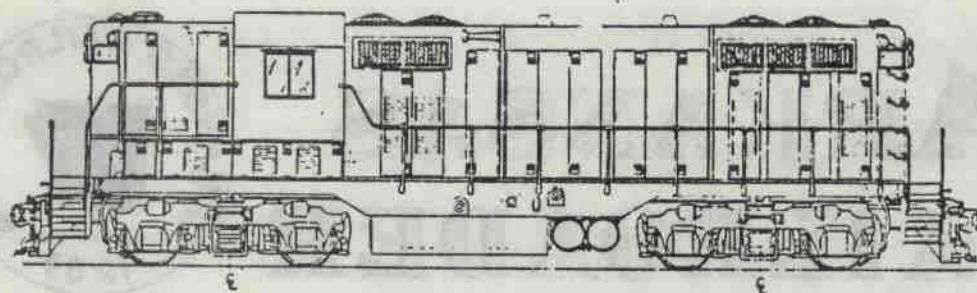
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 3

MARCH 1989



ROCK ISLAND EMD F7 #123 at Little Rock, Arkansas on February 24, 1975. It was built in 1951 with 1500 HP, max speed 71 MPH and gear ratio 61/16. This was the same type of engine used in L.T. Walker's story on Rock Island Train #991 (which derailed while westbound between Little Rock and Booneville in 1949). Mr. Walker's story begins on page 3. (Photo by Bill B. Bailey)



# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- |   |  |
|---|--|
| <i>President</i> - Fred Fillers<br>28891 Bandy Road<br>Little Rock AR 72211<br>(501)-821-2026 | <i>Vice-President</i> - Matt Ritchie<br>111 Tenkiller<br>Sherwood AR 72116<br>(501)-834-4449 |
| <i>Treasurer</i> - Dick Byrd<br>12 Flintwood Dr<br>Little Rock AR 72207<br>(501)-225-7354     | <i>Secretary</i> - Polly Hamilton<br>522 South Main<br>Benton AR 72015<br>(501)-778-6221     |
| <i>NRHS Rep</i> - Peter Smykla<br>2800 West 37<br>Pine Bluff AR 71603<br>(501)-535-4724       | <i>Editor</i> - Ken Ziegenbein<br>905 Valerie Dr<br>N Little Rock AR 72118<br>(501)-758-1340 |
| <i>Board</i> - Bill Bailey<br>8318 Reymere Drive<br>Little Rock AR 72207                      | <i>Board</i> - Clifton E. Hull<br>3507 E. Washington, #31<br>N Little Rock AR 72114          |
| <i>Board</i> - William Church<br>5619 Bel Caro Place<br>N Little Rock AR 72118                | <i>Board</i> - Dusty Rhodes<br>P.O. Box 852<br>Fordyce AR 71742                              |
| <i>Board</i> - Randy Tardy<br>226 Englewood Road<br>Little Rock AR 72207                      | <i>Board Tres</i> - Polly Hamilton<br>522 South Main<br>Benton AR 72015                      |

**FINAL CALL FOR 1989 DUES** - 1989 dues were due January 1. If you have not paid, please do so now as this edition of the "RAILROADER" will be your last if we don't have your dues by the middle of March. Arkansas residents pay \$10 a year; out of state pays \$7.50 a year. Send checks to Dick Byrd, Treasurer - 12 Flintwood Drive, Little Rock, AR 72207. Thanks.

**MAY 6 EUREKA SPRINGS TRIP STILL ON** - Continue to plan for our Club trip to ride the Eureka Springs & North Arkansas Railroad the first Saturday in May, May 6. We will have a bus leaving from North Little Rock early that morning. Prices and details in next few newsletters.

## ☆☆☆ PROGRAM ☆☆☆

The next meeting/program of the Arkansas Railroad Club will be held Sunday, MARCH 12, 1989 at the Twin City Bank Building in North Little Rock on Main Street. It will begin at 2 PM. The program March 12 will be a talk on the Dardanelle & Russellville Railroad by new owner/operator Bill Robins (also an Arkansas Railroad Club member). This should be a very interesting program. Refreshments will be served and everyone is invited. Bring your friends.

**"STOCK PICKUP"/FEBRUARY 1989 "RAILROADER"** was enjoyed by former "TRAINS" Magazine editor David P. Morgan, who still receives our newsletter in his home in Elm Grove, Wisconsin. He sent your editor a post card stating, among other things, that he enjoyed the stories

## ROCK ISLAND TRAIN #991 - FAST TRAIN TO THE WEST COAST

(Left Little Rock with 125 cars and a caboose - arrived at Booneville with two cars)

Had two derailments

by: L.T. Walker, retired Rock Island conductor

In 1949, the Rock Island started using diesel engines that were used on through freights. They were ALCO type that we called covered wagons. They were good on through freights but sure was no good on locals - no foot boards and had to ride back from where the coupling was to be made. Also was hard to get up ladder into the cab. But after getting in cab you were in good shape. Three good seats - engineer seat on right side, fireman seat in middle, head brakeman seat on left side (a very good look out to see down the track or to see the signals).

This train left Biddle Yard heading west on its way to Booneville, with 125 cars and a caboose, which was what they always hauled on it. The units consisted of two A units and one B unit in the middle; that way it never had to be turned, just go to the other end and go. (See photo of similar A unit on the cover).

The train consisted of all the loads they could pull over the hills and mountains, of which there are lots between Little Rock and Booneville. Booneville was the division point to change crews and the Oklahoma crews would take over which was Oklahoma Division, or the old Indian Territory.

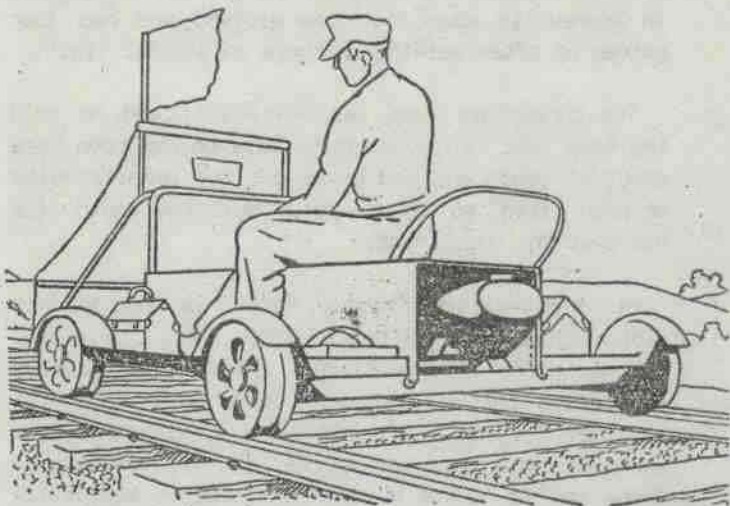
At milepost 165 pole 20 this train went in emergency and crew looked back and just three cars behind the engines, cars were falling in a large ravine, over which the track ran with a long steel span which was known as Ross Hollow. Cars were in river and piled up on the side of the mountain and upon a cut where they had cut the railroad through the rocks on side of mountain.

When stopped, one 60-foot car loaded with pipe was cross ways out on span and had also knocked down the Western Union telephone and Rock Island telegraph wires, so communication was out. Found out the derailment was caused by a broken flange on wheel.

Section Foreman Lawrence Myers was working milepost 217 pole 25 when section Johnnie Childs, at Ola, came and told him about the wreck at milepost 165 pole 20. They loaded up the motor car and took off for wreck.

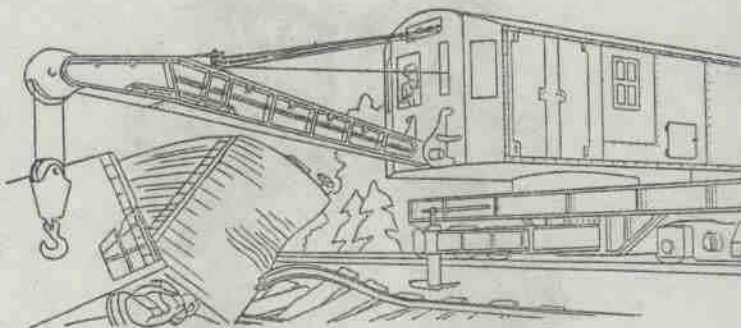
Lawrence Myers got new line up at Ola and was told that the train would be leaving wreck as soon as they got orders. So section crew consisting of Myers, Gilbert Floyd, and Grady May was going against the train that they did not know the position

of hoping not to meet it in some curve.



By feeling their way around curves they made it to Bigelow, where the agent and operator should have been on duty but he was gone, so they started on still not knowing where #991 was or was he still at the wreck. After they left Bigelow they overtook the Bigelow operator walking with orders for the wreck train to move on west, which made them feel lots better after a nerve-wrecking trip of around 50 miles going head-on against a train.

By this time the section foreman from Biddle Yard was at the wreck. His name was Noah Railey. Also, the Arkansas wrecker was there and was going to start to clean up, starting on east end of wreck. (See diagram of Rock Island Biddle wrecker #95018 plus instructions on handling wrecks immediately following this story).



The crew that wrecked at milepost 165 took off for Booneville, and going west about ten poles west of Waveland, the rear car in their train of three cars dropped a journal and burned the journal off, turning the car of Butterfield ballast over, tearing up two rails. The crew came into Booneville with two cars out of 125 cars they started with. The crew was feeling good about the first wreck but the one at Waveland was a different story. They were in trouble and could be fired. This writer was in Booneville when the crew arrived and had just gotten up after working up there on another train.

The conductor's name was Roy Hurst, and he told the crew that to not worry because he had been here about 40 years and had never got any demerit marks or been fired, so he was not afraid they would fire him over the derailment.

His engineer was Chester Yates, or Skinney his nickname, brakemen Milus Cauthron, W. T. Freeman, Sam Muse, and fireman Pierce. The Oklahoma wrecker was called out of Shawnee, Oklahoma. I stood for it. They arrived in Booneville about dark. We took water on the engine and wrecker and oil too because there was no place to get oil between Booneville and Little Rock, but I could get water at Waveland, Ola and Perry before we got to the wreck at milepost 165.

But first we had to clean up the wreck at Waveland. Section foreman Myers, and another crew was told about the wreck at Waveland, and for them to go to Ola, pick up two rails and come to Waveland. It was late and dark by then, so they picked up the rails on push cars and started to Waveland, with no lights on the motor car. Going over highway and street crossings after dark was not a very good idea.

When we on the Oklahoma wrecker got to Waveland, the section crew put in two rails and got the track back in line. The General Manager was on the Oklahoma

wrecker and he told the wrecker crew to just turn the car over out of the way to clear the main line, which they did. Then on to milepost 165 to the big wreck. I was told to ride the caboose while the rest of the crew went to dinner to eat. I was to go later. I was the swing brakeman which could work the whole train as far as brakemen were concerned.

Just east of Belleville, around a long curve, I noticed fire from the Oklahoma wrecker so I pulled the air and here comes the conductor Dave Rush and General Manager wanting to know why I pulled the air. The General Manager said to me, "Don't you know the railroad is tied up?", which I did.



After inspecting the wrecker, the crew had failed to take some side plates out from under the wrecker. The General Manager told the conductor and me he thought about firing the wrecker crew and send them back to Oklahoma. The conductor told him "who are you going to get to run the wrecker?", so he decided not to fire them at this time, so we went on.

We went to Ledwedge, got the wrecker lined up ahead of the engine and shoved it to the wreck. Roadmaster O. J. Franklin and all his crews were there figuring what all they would have to do to the track once the wreck was picked up. The Arkansas wrecker working on the east end was operated by Engineer Albert Johnson, a long-time wrecker operator. He once had a wrecker turn over with him in it, but he escaped injury.

We started on the west end with the Oklahoma wrecker by pulling the stacked-up cars off the side of the mountain and cut on the Arkansas River side. Our engineer's name was Gene Hollman, and he had a bad hand which would give him pain so he let the fireman, whose name was Bill Span, take over.

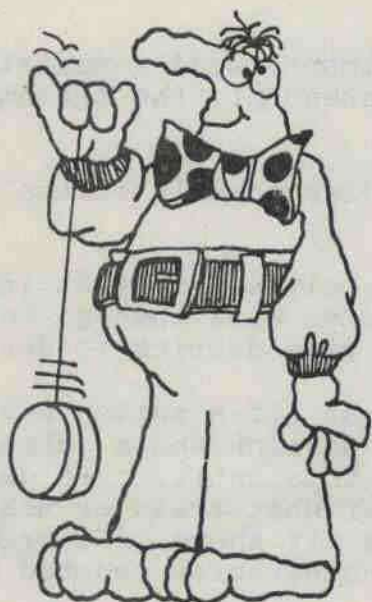
I was giving my engineer signals beside the wrecker which was given to me from the wrecker foreman



walking between the wrecker and the rock wall where cuts had been made when building the railroad. The General Manager had me to give all the signals for some reason except when they let me go eat then the conductor had to relieve me. While the wrecker foreman was figuring out how to get about a half dozen box cars that were stacked up on each other, we got a little rest.

When the wrecker foreman got ready to move, I relayed his signal to my engineer to back up slow because the wrecker crew was close to the pile of cars to be pulled down. Come to find out later that the fireman was running the engine. As I gave him a slow back-up signal, the engine lurched backward, which was coupled to the wrecker, which was self-propelled but had to be moved with a locomotive.

The fireman had failed to open up the cylinder cocks to get rid of the water which accumulated in them while we were not operating the engine.



The General Manager, superintendent and wrecker foreman come back and give us all a going over before they knew what had happened. Even the wrecker crew was afraid to get close to their work. The engineer was instructed to not let the fireman handle the throttle the rest of our tour of duty.

My engineer and fireman were very upset over not getting to swap off once in a while. I told them what did they think about me having to give signals all night and up into the day, walking back and forth beside the rock bluff and side of the wrecker. I was give out, too! The railroad called it an emergency so they worked us twenty hours and thirty minutes, the longest I ever spent on duty in my thirty-six years as a conductor or brakeman, but payday was good when they paid us for the time spent.

One good thing; none of the wrecker crew got injured but came close to loosing their lives when the engine lurched backward. The car of pipe on the bridge

was a very dangerous place to work and to get it back to where the wrecker could get its cables on it, the crew was afraid the car would slide or fall off the trestle. But I was told later that they were able to slide it to the end of the trestle and put it back on the rail.

They sent a caboose hop out of Biddle Yard to pick us up and bring out rested crews for both wreckers. The two train and engine crews got to come and we were so tired and sleepy we just laid down on the floor of the caboose and went to sleep. The crew I was with on the Oklahoma wrecker, they tied ropes to trees and we went down in a ravine by holding on to the ropes, then up the other side.

The derailed cars were loads of refrigerators, stoves, washing machines, bricks, feed, even Butterfield white ballast, etc. They had an auction at Bigelow and sold things to the highest bidder. Sure was some bargain. Mr. L.A. Minard, a retired section foreman, bought a whole carload of brick for \$100. He bricked one house at Houston, Arkansas and one on Pinnacle Mountain.

The crew who had the two wrecks all got fired except the fireman, and his seat was in the middle of the cab which saved the day for him. Never hear them complain about the left-hand side seat much anymore in the investigation. The fireman's job was mostly in the engine rooms; that was the reason his seat was in the middle of the cab.

(The following Rock Island retired friends helped the writer put this story together: Mr. Lawrence B. Myers, Houston, Arkansas - Section Foreman; Mr. O. J. Franklin, Little Rock - Roadmaster; Mr. Noah Railey, Little Rock - Section Foreman; Albert Johnson - wrecker engineer; Milus Cauthron, deceased - brakeman; T.W. Freeman, Little Rock, who was on the train that derailed; and Mr. L.A. Minard of Little Rock.

Mr. T.W. Freeman is the only member of the crew that is living today.)

- END -



(The following is from Bill Pollard. These Rock Island derailment instructions were written in 1950, just one year after the derailment of the preceding story.)

## WIRES FROM THE PAST . . .

In the event of a derailment, the mobilization of forces to reopen the railroad takes priority over all other concerns. In 1950, the Rock Island issued specific instructions designed to get their derrick train out of Biddle and enroute to a derailment within one hour of the time that the dispatcher was first notified of the wreck. The Rock Island, at that time, was a busy railroad, with newly laid rail, new automatic block signals between Perry and Memphis, and a considerable volume of time sensitive freight traffic. Officials of the line were expected to reopen the railroad promptly, and any unnecessary delays could be expected to bring a less than friendly telephone call from the superintendent.

---

Superintendent's Office  
Arkansas Division  
May 17, 1950

Responsibilities following a derailment:

**The Dispatcher**, upon being advised of a derailment, will immediately call the yardmaster, the roundhouse foreman, the superintendent, the trainmaster, and (in the event of injury) the claim department.

**The Superintendent** will go immediately to the dispatcher's office to handle details of detours and other matters.

**The Trainmaster** will first call the roadmaster, giving him what information he can in connection with the track situation, and he will then go to the yard to follow the derrick in getting it out. He will ride derrick to derailment site.

**The Yardmaster** will call the train crew; will cut off a switch engine from doing any other work, and assign it to get the derrick and a caboos. The yardmaster will give his personal attention to this until it is done. The first crew available will be used, regardless of what train or assignment the crew was originally called for. In other words, if there is a crew in the yard already called, this crew should be used and another crew ordered in their place.

**The Roundhouse Foreman** will first call the wrecker foreman. He will then call the engine crew, the master mechanic, and the road foreman.

**The Wrecker Foreman** will call the cook, and then will call the balance of his crew.

**The Cook** will have the wrecker already stocked with staples, and will immediately call the grocery man, who is located at Biddle adjacent to Sweet Home Crossing (El Dorado derrick will use Smith Grocery Company, 925 South Washington). We have made arrangements to get out what perishables we need immediately, day or night. The cook should stop at the grocery store on his way to the derrick to see that there is no undue delay in getting the groceries. If ice is needed in the summer time, ice is available at Biddle on Short 12, where the wrecker is always set.

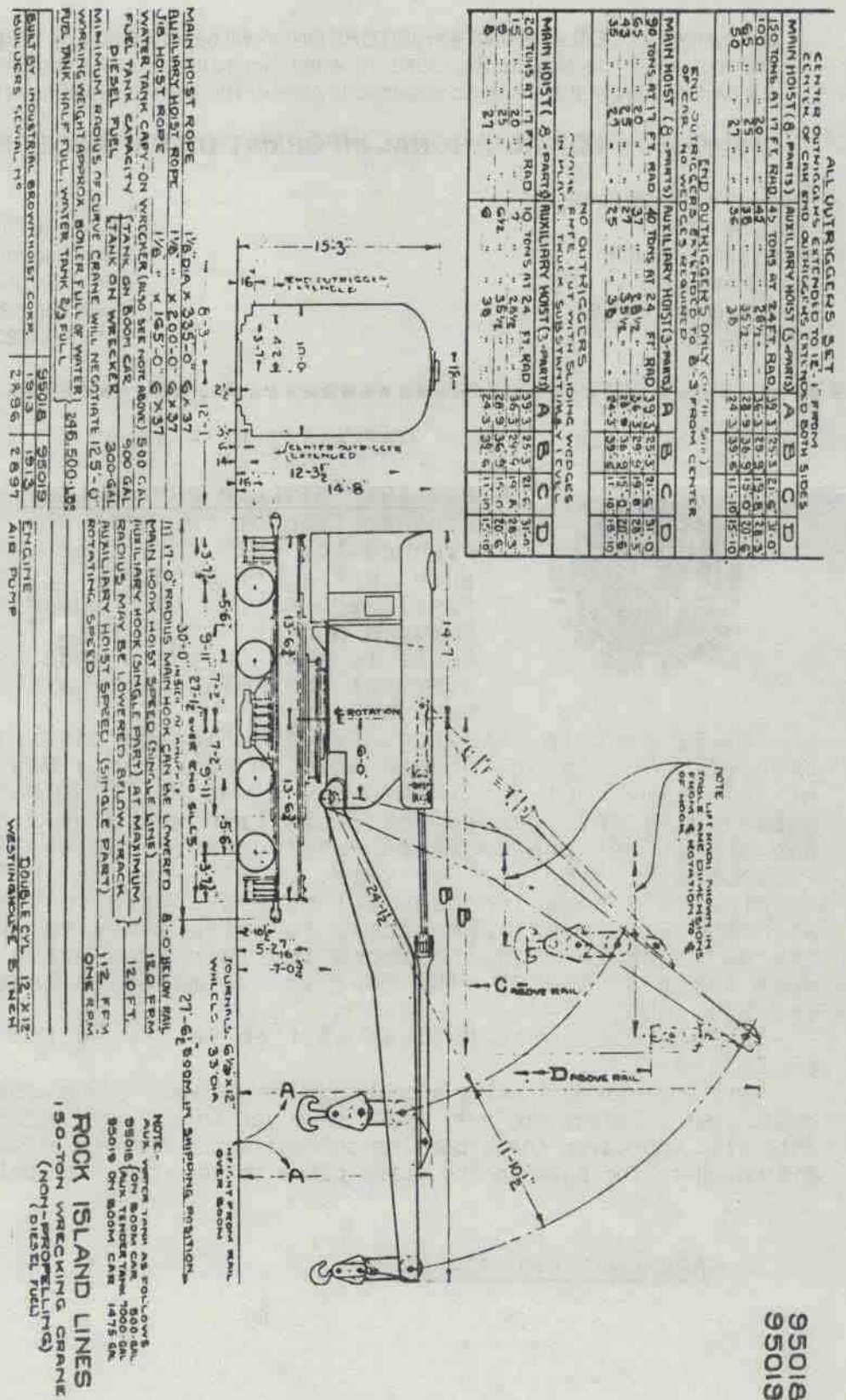
**The Yardmaster and Roundhouse Foreman** must personally follow the engine and the setting of the wrecker until the engine leaves the roundhouse and is on the train.

**The Roadmaster** will immediately call such section forces as he needs and instruct at what points the wrecker is to pick up section men, if that is necessary, and arrange for the necessary material. He will at the completion of the job check the wrecker to see what material should be replaced. The roadmaster may go to the point of trouble by automobile, if that is possible, in order that he may get together the material and the men and make any temporary repairs necessary and as quickly as possible before the wrecker gets there.

The Road Foreman should immediately go to the roundhouse, as should the Master Mechanic, and if necessary, accompany the derrick.

We should use a modernized engine if we have one available, as they have larger tanks and can work a longer time without going for water. It should be understood by the wrecker foreman that if any man is assigned to the wrecker service and cannot reach the yard within 45 minutes, then he is not going to be a part of the wrecker crew. WE MUST GET THE WRECKER OUT WITHIN AN HOUR FROM THE TIME CALLED. This applies at both Biddle and El Dorado."

NOTE: At the time of this letter, the Arkansas Division of the Rock Island was headquartered in the Rock Island office building on east second street. Train dispatchers for the division were located at Little Rock, and wrecker trains were maintained at both Biddle and El Dorado so that they could reach the scene of derailments with the least delay.



ROCK ISLAND wrecker #95018 was the Biddle Wrecker for many years. Reportedly, it was sold to Mexico after the demise of the Rock Island. (Bill Pollard collection)

written by our outstanding lineup of railroad writers. I agree 100 percent that we have the best storytellers in the railroad business right here in Arkansas - there will be at least one story a month from someone in the club, with some months having more than one.

NINTH ANNUAL SHOW & SALE will be held Saturday, June 17, 1989 at the Fisher National Guard Armory, 2600 Poplar Street in North Little Rock. Admission will be \$2. For more details, look at the information below:

**9th Annual Arkansas Railroad Club Sale**

Saturday June 17, 1989

**EXHIBITOR INFORMATION:** Tables are available at a cost of \$17.00 each, for an eight foot table and two chairs. If additional chairs are needed, please advise at the time reservations are submitted.

Set-up time for DEALERS AND EXHIBITORS ONLY will be from 5:00 p.m. - 8:00 p.m. on Friday, JUNE 16, and from 8:00 a.m. - 9:30 a.m. on Saturday, JUNE 17. Admission to the armory during this time will be limited to dealers who are participating in the show. No exceptions please. The show will open to the public at 9:30 a.m. Saturday.

\*\*\*\*\* FOR ADDITIONAL INFORMATION OR TABLE RESERVATIONS: \*\*\*\*\*

Please send large SASE to:

Mr. E. A. Hille,  
Ret. Loco. Engineer  
224 Dennison  
Little Rock, AR 72205  
501 374-5383

Mr. William T. Church,  
Ret. Conductor  
5619 Bel Caro Place  
North Little Rock, AR 72118  
501 753-4582

\*\*\*\*\*

ARKANSAS RAIL NEWS



819 TRIP STILL A PROBABILITY - (Pine Bluff) - Another trip or two with the 819 is still being planned for this spring or summer. Jim Johnson said that as of February 22, nothing has been finalized. A trip to Fordyce for the annual Fordyce on the Cotton Belt festival in late April is also on the agenda, although formal approval for this trip was also lacking as of late February.

The Texas trip (Houston, San Antonio, Dallas) plus Shreveport and Layayette, Louisiana should still occur. Early May is the target date at this time, but don't make any plans until it has been finally approved by SP's management. This trip would be over 10 days long and should net the Southern Pacific/Cotton Belt a lot of good will. As soon as I find out for sure, it will be put in the RAILROADER.

Other 819 news includes a fund drive held recently in cooperation with the Pine Bluff Commercial to raise money to put a new roof on the building the 819 is stored in. This fund drive ended January 24 just short of \$5,000. The roof is estimated to cost between \$80,000 and \$100,000.

An interesting letter was written to the editor of the COMMERCIAL as follows:

"No, I am not enclosing a contribution because I have read every word I've seen about your glorious project, and I have yet to see any credit given to the kids of this city who saved their pennies and collected them in elementary schools to have 819 moved to the park in the first place to save her from being melted down."



Evidently, those kids are in their 40s today, according to the writer, who wonders whether the others have contributed either.

Jack Stone, who was in Pine Bluff in the mid 1950s when the engine was first donated to the park, did not remember any fund raising by kids at that time.

Does anyone remember this type of fund raising in the 50s?

NEW CONTAINER FREIGHT STATION AT PORT OF LITTLE ROCK - The Little Rock Terminal Company completed construction of a container railroad hub and container freight station at its Little Rock Port facilities. The Little Rock Port Authority Railroad will benefit from these improvements.

ANOTHER SAD CROSSING FATALITY - (Benton) - Melissa A. Duffield, only one year old, was killed when a man driving her and her parents ran AROUND another car that was stopped at a LOWERED crossing guard and into the path of a Union Pacific freight. Melissa's parents were injured, while the driver was also killed. The accident occurred at 10 PM on February 9 at the Neely Street crossing in Benton.

FORMER ROCK ISLAND BRIDGE OVER THE ARKANSAS RIVER MAY BE SOLD - (Little Rock) - There haven't been any tracks approaching it for awhile and now the Union Pacific wants to sell the old Rock Island draw bridge over the Arkansas River. Apparently, there are several interested potential buyers, one of which may construct a restaurant on it over the river. However, nothing is finalized. This bridge is located just north of the Choctaw Depot on the southside of the Arkansas River along the former "Sunbelt" line of the Rock Island.

ST. PAUL BRANCH STORY TOLD - An interesting story called "Life on the Section" appears in the current issue (Volume 53, #6) of the NATIONAL RAILWAY BULLETIN (NRHS). It is composed of letters from various superintendents of the Frisco to section and bridge foremen along the Frisco in northwest Arkansas as well as the St. Paul Branch out of Fayetteville. It was put together by Robert C. Oswald, of the Arkansas-Boston Mountains Chapter of the NRHS.

LOTS OF TRACK - Arkansas has 2,539 miles of railroad track in its boundaries. To run trains on these tracks, there are 4,691 rail workers in the state, a little less than 2 per track mile.

THREE CARS DERAIL NEAR BALD KNOB - (Bald Knob) - Three cars of a 120-car Union Pacific train derailed December 31 just north of Bald Knob. The train had stopped to drop off about 30 cars for another train to pick up. There was a communications failure among crew members, causing the train to couple against itself. (SEARCY DAILY CITIZEN, January 3, 1989)

OPERATION LIFESAVER STATISTICS IN ARKANSAS - According to Richard L. Graviett of the Burlington Northern Railroad, there are 3,538 grade crossings in Arkansas, 707 of which have warning devices. In 1987 there were 158 accidents and 32 fatalities at these crossings. Two-thirds of such accidents happen during daylight. In one out of every four accidents, the car runs into the side of the train rather than being hit by the train. Slower trains would not eliminate accidents because most accidents involve trains traveling UNDER 35 MILES AN HOUR.

The average driver age for persons involved in grade crossing accidents is about 30 years old and more than 50 percent of all such accidents occur at crossings equipped with automatic warning devices.

A lightweight car traveling at 55 MPH can stop in about 200 feet, which a tractor-trailer requires 300 feet. However...a 100-car freight traveling at 55 MPH on level track needs a mile or more to stop.

SUIT FILED AGAINST COTTON BELT - (Paragould) - The family of a Paragould woman, who was killed in a September 1988 car-train

collision, filed suit in late December against the Cotton Belt Railroad, seeking \$250,000 in damages. The complaint, filed on behalf of Bill Hill, representative of the LaDonna Joy Hill estate, contends the SLSW was negligent for maintaining an "abnormally dangerous" crossing without special warning devices. The accident occurred the morning of September 7, 1988 on highway 358 in Greene County. Mrs Hill was 19. (JONESBORO SUN, December 28, 1988)

**CONWAY RESIDENTS SIGN PETITION** - (Conway) - A petition drive aimed at getting signals at all railroad crossings in Conway collected 300-400 signatures in early January. The Union Pacific has agreed to install a crossing device free as long as the city of Conway agrees to close another crossing at the same time. However, residents of Conway don't want to close any streets, so there is an impasse at this time. (LOG CABIN DEMOCRAT, January 29, 1989)

**CARS DERAIL NEAR GURDON** - (Gurdon) - Two Union Pacific cars derailed January 14 shortly before noon near Gurdon. One car contained methyl alcohol, the other chlorine. Railroad officials indicated that the derailment occurred when a train stopped to set some cars off on a siding near the new Gurdon pond. The train apparently tried to push the cars too far onto the siding and ran over the derail at the end of the siding, derailing the cars. (GURDON TIMES, January 19)

**SOUTHEAST ARKANSAS RAIL LINE SOLD** - (McGehee) - Union Pacific has completed the sale of 106 miles of its Lake Providence branch line from McGehee to Quimby, Louisiana to Delta Southern Railroad. Union Pacific has been working with officials from Arkansas and Louisiana since 1986 in seeking parties to purchase and operate the line.

UP has agreed to work with Delta Southern, the State of Louisiana and interested communities along the remaining 56 miles of the branch between Quimby and Vidalia in order to restore service to this segment of the line. If the line is not sold before July 15, 1989, UP will then salvage the remaining track.

The ICC officially approved the application for abandonment of the branch line in July 1988. Delta Southern will be headquartered in Tallulah, Louisiana. (McGEHEE-DERMOTT TIMES-NEWS, Jan. 18, 1989)

**SAFETY PROGRAM ATTRACTS NATIONAL MEDIA ATTENTION** - (Forrest City) - Arkansas now leads the nation in railroad crossing deaths and accidents but it is hoped that the state will instead lead the nation in prevention of these accidents. A new program that offers one-hour of college credit to law enforcement officers on railroad safety will be instituted March 21-24 at East Arkansas Community College. The program will be the first of its kind nationwide and is attracting national media attention.

The program will cover ways to enforce laws governing railroad crossings and how to deal with trains that are carrying hazardous chemicals when they are involved in an accident. Representatives from various railroads will teach the course, which will involve one full day of actual hands-on work with a train.

Carolyn Huttig, Arkansas' representative to the National Association of Women Highway Safety Leaders, says most people do not realize it is against the law to cross train tracks if the driver can see a train coming. She feels that, "if officers begin to enforce the law, the public's attention will be caught by this and directed towards the dangers of railroad crossings." (Forrest City DAILY TIMES-HERALD, January 6)

**\$250,000 SUIT FILED** - (Conway) - Kelli Blazer filed a \$250,000 lawsuit January 17 against the Missouri Pacific Railroad over an accident last year at a Faulkner County rail crossing. The suit said the crew of the train approaching the crossing was negligent because it did not warn motorists with a bell, whistle or other signal. The crossing was also obstructed by brush, the suit said. (ARKANSAS

DEMOCRAT, January 18, 1989)

TEDDER GAINS NATIONAL POSITION - (Crossett) - Russell Tedder, president of the Ashley, Drew & Northern Railway, has been elected chairman of the executive committee for the American Short Line Railroad Association. The association in Washington, D.C. represents 335 short line railroad members in various legal, legislative and regulatory matters. Tedder has been director of the association. He also is president of the Fordyce & Princeton and Gloster Southern Railroads, which are headquartered in Crossett. (ASHLEY NEWS OBSERVER, January 25)

CORNING DEPOT FOR SALE - (Corning) - Corning Area Chamber of Commerce has been made an offer by the Union Pacific to take over the old depot at the end of Vine Street, but they want the people of Corning to decide the future of the landmark building. The city has until March 1 to let the UP know. (CLAY COUNTY COURIER, January 26)

COTTON BELT TO RECALL 46 IDLE WORKERS - (Pine Bluff) - The Cotton Belt recalled an additional 46 laid-off car shop workers at Pine Bluff on February 16, Jim Johnson said. Twenty others were recalled February 1, making employment at the plant now 175. Returnees will repair 206 beer refrigerator cars. A second shift being added at Pine Bluff will enable workers to finish two cars a day. Car workers earn a little better than \$14 an hour, depending on the job.

Southern Pacific announced \$190 million for capital improvements for 1989 that includes the car work and replacement of 37,000 ties at three locations on the Cotton Belt main line in Arkansas. Cotton Belt is continuing to rehabilitate 36 locomotives at Pine Bluff. Johnson said employment at the diesel repair shop now stands at 231. (ARKANSAS DEMOCRAT, Randy Tardy, January 25)

LITTLE RED(FIELD) CABOOSE FINDS A NEW HOME - (Redfield) - Redfield is presently awaiting a caboose donated by the Union Pacific. It is planned that the caboose will sit on the church lot, across from the old section foreman's house and in front of the old depot (now the Redfield Church of Christ). It has not been decided as yet what specifically the caboose will be used for, but most agree it will be an attractive addition to the old railroad town. (WHITE HALL JOURNAL, January 25)

UNION PACIFIC AGENCIES TO REMAIN OPEN - (Newport and other cities) - The Regulatory Board of the Arkansas Transportation Regulation Agency has denied U.P.'s petition to close several agencies in Arkansas (this means a local agent will remain). As a result of hearings held in various towns, agencies in Russellville, McGehee, Van Buren, Pine Bluff and Helena as well as Newport will remain open. Most shippers testified in behalf of keeping the stations. The railroad contended that companies could talk to an agent in another town and get just as good service from them as from someone local, but shippers did not agree. A number of shippers and receivers preferred having an agent rather than the 800 number. (NEWPORT DAILY INDEPENDENT, January 20)

CROSSING DAMAGES AWARDED - (Brinkley) - A jury has awarded \$668,000 in damages to a train accident victim from Palestine and his wife. The Cotton Belt was found negligent, which led to an accident that left Lenon White partially paralyzed. White attempted to cross the Sulcer Street crossing in Palestine March 1987 when a train traveling 45 MPH struck the dump truck White was driving. The attorneys for White maintained the engineer did not blow the train's whistle until just before impact. An engineer is required by law to blow the whistle a quarter of a mile before reaching a crossing. White suffered a broken neck, partial paralysis and other complications from the accident. He received \$568,000 in damages, and his wife received \$100,000 because the accident made drastic changes in her

lifestyle. (BRINKLEY ARGUS, February 1)

UP/SLSW TRAINS SLOW AS TEMPERATURES FALL - Bitterly cold weather forced speed and size restrictions on Cotton Belt and Union Pacific trains in early February. Jim Johnson, Public Relations head of the Cotton Belt, said "it is standard procedures anytime the temperature drops below 20 degrees to drop the maximum allowable speeds to 50 MPH." He added, "if it goes below zero we drop it down to a maximum of 40 MPH." Normally, those train would operate between 70 and 75 MPH.

On the Union Pacific "the main thing we have done is to shorten our trains, particularly west of North Platte, Nebraska because of below-zero temperatures," UP spokesman John Bromley said.

Although it was not quite as cold in Arkansas then (zero to plus 10 in the north and 10 to 15 in the south part of the state), speeds were also reduced temporarily here during the cold spell. (ARKANSAS DEMOCRAT by Randy Tardy, February 3, 1989)

ANOTHER CROSSING ACCIDENT - (Fisher) - Two women were killed February 2 at a rail crossing at Fisher when they drove their car into the path of a Cotton Belt train on U.S. Highway 49.

DINNER TRAIN A SUCCESS - (Fayetteville) - The Eureka Springs & North Arkansas RR began operating its dinner train in Fayetteville January 18 with runs to Winslow and back. Currently, ES&NA's Fayetteville dinner train is operating Wednesday through Saturday, departing from the old Frisco Freight House at 6:30 PM. A brunch train also departs each Sunday at 12:30 PM. Advance reservations are suggested. (See February's RAILROADER for reservation information). Excursion car rides are also available aboard the train, complete with a snack concession. Bob Dorth, ES&NA president, said response to the new Fayetteville dining spot had been "real good" so far. (DUMAS CLARION, February 1)

OMAHA TO NORTH LITTLE ROCK TRANSFERS OF UP WORKERS CONTINUING - (North Little Rock) - A sizeable transfer of Union Pacific railroad workers from Omaha to North Little Rock is nearing completion. The railroad on October 26, 1988, said 315 workers and their families would transfer to the modern Downing B. Jenks locomotive repair facilities at North Little Rock. (ARKANSAS DEMOCRAT, by Randy Tardy, January 31)

TRAIN ITEMS SOUGHT - (Bentonville) - Railroad (mainly Frisco) items are being sought for a local display in Bentonville to be placed in the restored train depot there. Donations or loans will be accepted. Contact the Bentonville Chamber of Commerce at 501-273-2841.

#### GENERAL RAIL NEWS

DURANGO NARROW GAUGE HARD-HIT BY FIRE - (Durango, Colorado) - A large fire February 10 destroyed a historic roundhouse with all six of the Durango & Silverton's working antique steam engines inside. The long-range impact of the disaster was hard to asses. The machine shop, where parts are fabricated and repairs made to the old engines, was a total loss, raising worries about how the damaged engines will be repaired. Visibly saddened, railroad vice president Amos Cordova still predicted the line would be ready for business as scheduled May 6.

"There is no way to asses the historic value of the roundhouse and its contents," commented owner Charles Bradshaw, who lives in Florida but happened to be in Durango when the fire broke out about 3 AM Friday, February 10.

It might cost up to \$500,000 to replace the machine shop. The six engines inside were the ones used to pull the famous narrow gauge train to Silverton. At one point flames shot 60 feet into the air.

Firefighters managed to keep the blaze away from a storage area full of flammable liquids and from another area containing historic records. None of the passenger cars sitting outside nor the two-story, landmark depot was touched by the fire.

\$25 million in tourist trade was generated by the railroad in 1988 with nearly 187,000 passengers being carried. The fire regenerated a local debate on making Durango more diversified instead of depending so much on the narrow gauge. (THE DENVER POST, February 11, 1989 via Jim Johnson)

UNION PACIFIC TO UPGRADE TRACKS - Union Pacific in 1989 will spend about \$254 million on track renewal. The work will involve laying 570 new miles of track and replacing 1.4 million ties. The program also includes \$2 million to rehabilitate grade crossings throughout the railroad's 20-state, 23,000 mile system.

SANTA FE NEARS SALE OF TP&W DESPITE LABOR - The Santa Fe Railway was scheduled to complete sale of the old Toledo, Peoria & Western Railway February 2. The company refused to reveal the amount of money it obtained for selling the 300-mile line that runs from Lomax, Illinois to Logansport, Indiana. The RLEA publicly warned that its 22,000 union members would walk off their jobs all along the 11,000 mile Santa Fe when the sale was consummated in support of the 200 workers on the line.

Most branch line sales have been stopped pending a ruling from the Supreme Court on labor's right to have a role in such sales. (JOURNAL OF COMMERCE, February 3, via Jim Johnson)

GRAND CANYON RUN TO BEGIN IN A YEAR - (Williams, Arizona) - Vintage steam locomotives and passenger cars of the Santa Fe will be making the 65-mile run between Williams, Arizona and the south rim of the Grand Canyon by April 1990. The railway is part of a major theme park scheduled to be built in Williams that will include a 120-acre amusement park with western theme, hotels, a rodeo, an American Indian center and a 160-acre dude ranch. Completion of the whole project is scheduled for 1992. (KANSAS CITY TIMES, Feb. 14)

"LABOR" NEWSPAPER DIES - The national union-oriented newspaper called "LABOR" ceased publication with the January 25, 1989 issue due to losing money. It was begun over 70 years ago, beginning in 1919.

"BIG JOHN" DIES - John Thomas Brigham died December 11, 1988 of a heart attack. He was 52. John was the owner of several private railroad cars, the most famous being the "Big John". As a fellow rail enthusiast who rode several times on "Hogtrain" specials, he will be missed. He was from Longview, Texas.

TEN NEW KCS LOCOMOTIVES ON THE WAY - An order for Kansas City Southern's first new motive power since the SD50s of 1981 has been placed with GM. Delivery is supposed to be by the end of 1989 of the 10 new SD60s, numbered 714-723. They might even have comfort cabs.

BYE BYE F'S? - Kansas City Southern has, besides ordering the new locomotives mentioned above, purchased ten used GP38s from Guilford. If one is to assume they will replace aging units now in service, then the days of the GP7s, GP9s and F7s are numbered. It has been reported that two F's may be overhauled to operated for "executive service". Also, recently F7A's 4057 and 4063, both fire damaged, have been sold to Mountain Diesel of Colorado. (KCSHS "CROW", Feb 1989)

ILLINOIS CENTRAL TO RUN SHORTER TRAINS - The Illinois Central has announced it will be running trains with a maximum of 85 cars, except coal or grain unit trains, before the end of February. Chairman Harry Burce said the railroad is opting for shorter trains to CUT costs. "We're going to be adhering to 90-95 percent on-time performance," he said. The carrier expects big savings in REDUCED DERAILMENTS, improved service and safety for the public and employees.

Several rail experts have said for years that long, heavy tonnage trains are more susceptible to costly derailments than shorter, light trains. Bruce said that derailments can cost as much as \$20 million a year and they see it going down with shorter trains to \$2 or \$3 million a year. With the shorter, more frequent trains, he said, the IC will skip stops on some runs and pick them up with the next train.

(Sounds like a little "back to the good old days" philosophy. Editor's question: Will more frequent, shorter trains mean more grade crossing accidents or less accidents because the people won't have to wait so long for a train to pass anymore?)

**AN EXTRA MILLION** - Major railroads originated 22.1 million carloads in 1988, up from 21.1 million in 1987. The top products hauled were coal, grain and chemicals. Business on the nation's railroads last year hit a record 997 BILLION ton-miles. (ASSOCIATION OF AMERICAN RAILROADS)

**TRACY, CALIFORNIA WANTS SP OUT OF TOWN** - (Tracy, California) - This city in California wants Southern Pacific out of town. The city council has called for the relocation of SP's yards, tracks and other facilities. SP is studying the report. Tracy was founded in 1878 during the construction of the Central Pacific Railroad. (SP UPDATE)

**NEW ANTI-TAMPERING RULES** - The Federal Railroad Administration now has rules prohibiting tampering with locomotive safety and operational monitoring devices. An individual or railroad can be fined up to \$7500 for tampering with the devices. (SP UPDATE)

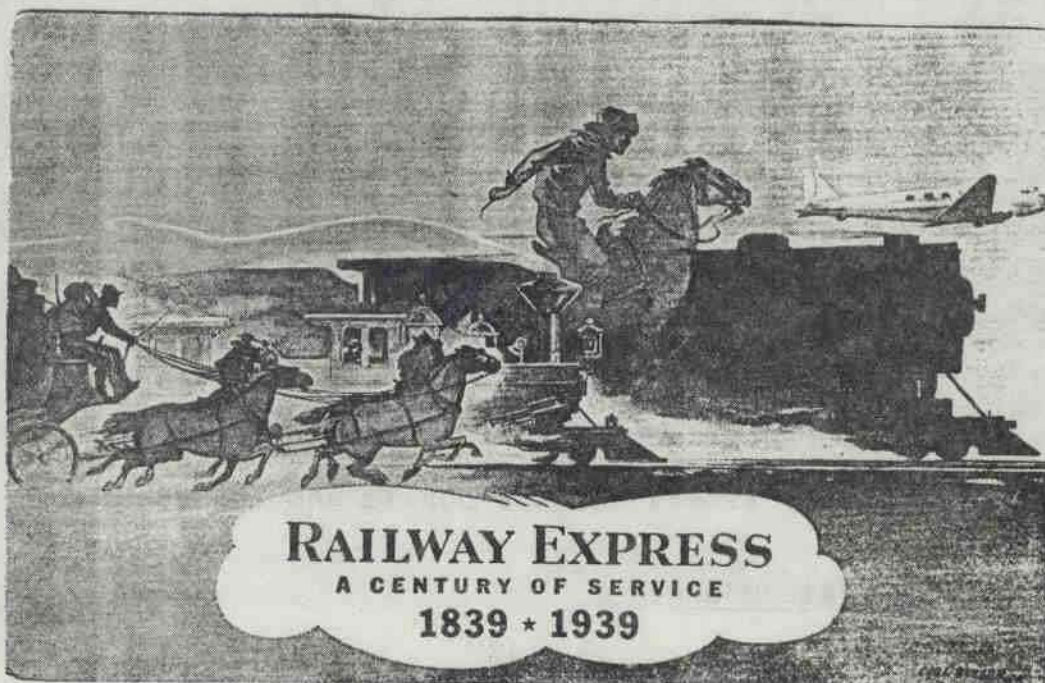
**RAIL SAFETY IMPROVES** - From the Association of American Railroads comes the following: Train accidents fell from 11,277 to 2,647 between 1978 and 1987. Derailments dropped from 8,763 to 1,859. In 1987, 624 people died when they failed to heed warning signals at grade crossings. The AAR says that accounts for more than half of all railroad fatalities. Less than one percent of crossing accidents last year took place at crossings where the signals failed.

Human factor accidents dropped from 2,845 in 1978 to 856 in 1987. The AAR says railroads have spent \$17.4 BILLION since 1980 to upgrade track and roadbed.

**LACY RETIRES** - William J. Lacy, senior vice president of operations for the Southern Pacific, retired in December. He worked for the railroad 44 years. (SP BULLETIN)

**WESTINGHOUSE INDUCTED INTO THE NATIONAL INVENTORS HALL OF FAME** - (Washington, D.C.) - George Westinghouse was honored in early February posthumously for his steam power brake used on railroad cars to make railroad travel safer. (COMMERCE PEOPLE, February 1989)

**NEWS UPDATED** through February 22 - mailed Tuesday, February 28 OR Wednesday, March 1.



(From the Bill Bailey collection)

## GREENHOUSE EFFECT - Real Climate Changes or Not??

With all the talk now days about the so-called "greenhouse effect" and the warming of the earth's climate, I thought it desirable to show a more down-to-earth look at this phenomenon. The following news release is from the National Weather Service Headquarters, dated at 3:30 PM EST, January 26, 1989:

...U.S. TEMPERATURE, PRECIPITATION RECORDS SHOW NO SIGNIFICANT CHANGE...

National Oceanic and Atmospheric Administration (NOAA) scientists, analyzing U.S. climate records extending back almost 100 years, have found no evidence that the nation's weather is getting warmer, wetter or dryer.

Some scientists have suggested that the greenhouse effect is increasing the global average temperature, and that the nation's climate may be changing as well. But the team, headed by Kirby Hanson of NOAA's Air Resources Laboratory, found no statistically significant change in the nation's average annual temperature or precipitation from 1895 to 1987, a 93-year period.

It also found no significant change in these conditions for the northern plains. The work of some modelers has suggested that increased atmospheric concentrations of carbon dioxide and other greenhouse gases cause dryer summers and wetter winters there.

Hanson, George A. Maul of NOAA's Oceanographic and Meteorological Laboratory, and Thomas R. Karl of the National Climatic Data Center used Climate reports from National Weather Service offices and from cooperative observing stations, which in 1985 totaled almost 6,000 locations.

The data were spatially weighted to form appropriate climatic averages for the contiguous U.S. as a whole, and for the northern plains.

The researchers also examined the data employed in their study for any effect of urbanization, and found it to be negligible.

Reporting in the January issue of Geophysical Research Letters, the NOAA team said it used a specifically prepared data base to consider two questions:

Is there evidence of over-all trend in either temperature or precipitation for the contiguous U.S. from 1895-1987; and is there evidence of trend in winter or summer precipitation for the northern plains for the same period?

"The results of all tests indicate no statistically significant trend over the 93-year period," they reported. The team did find evidence that precipitation during fall months was unusually high from about 1970 to 1986.

For further information, contact Bill Brennan, Public Affairs Officer, NOAA Environmental Research Laboratories, Boulder, Colorado. Phone: (303)-497-6286.

(Editors Note...As a weather forecaster myself, I also tend to remember only the past year or so in regards to weather...i.e., it was dry in the summer of 1988, so it therefore must be that it is getting hotter and dryer and will continue to do so from now on, right? Wrong! With a little research, I quickly found out that it was just as dry or dryer in the early 1960s, the mid 50s, the mid 30s, etc. In this perspective, it is not quite so big a deal now. Indeed, we are all living in the "age of hysteria", where everyday occurrences translate into "forever trends" and upcoming disasters. Perhaps the widespread availability of news is one of the reasons. We who like trains have also noticed some of this "hysteria" when hearing reports of railroad facts, such as "railroads are all broke", "nobody rides passenger trains anymore", "all who work for the railroad are lazy", "railroads are dangerous transporters of chemicals." These "facts" are, of course, dead wrong, but you have to know and search the records to find this out. -- Ken Ziegenbein)

# THE EXPOSITION FLYER

## THE *Scenic* ROUTE to and from CALIFORNIA

There's no more attractive way to and from the Pacific Coast than the dramatic route of the "Exposition Flyer" between Chicago and San Francisco. Here's an all-year Scenic Way offering extra travel value every mile, but without extra cost.

Your clients will enjoy the thrilling scenic highlights of the "Exposition Flyer" route . . . Denver the mile-high city, gigantic Moffat Tunnel and the snow-capped Colorado Rockies by daylight, Salt Lake City, the rugged Sierra range, beautiful Feather River Canyon by daylight, Sacramento Valley and the gold country, and a delightful ferry trip between Oakland and San Francisco across the glorious bay.

Complete through accommodations—Standard and Tourist Pullman sleeping cars, luxurious Lounge car, reclining Chair Cars, delicious low-cost meals, Hostess-Nurse service, free pillows, and all equipment air-conditioned.

### "THE FLYER" SCHEDULES

Westbound		Eastbound	
12:35 pm Mo Lv.	CHICAGO (EST)	Ar.	8:55 am Th
11:25 pm Mo Lv.	Omaha	Ar.	10:45 pm We
2:45 pm Mo Lv.	St. Louis	Ar.	1:20 pm Th
8:00 pm Mo Lv.	Kansas City	Ar.	8:05 am Th
1:20 am Tu Lv.	Lincoln	Ar.	9:23 pm We
8:20 am Tu Ar.	Denver (MT)	(Lv.	12:15 pm We
9:05 am Tu Lv.		Ar.	11:50 am We
12:15 am We Ar.	Salt Lake (MT)	Lv.	8:40 pm Tu
11:25 pm Tu Lv.	Salt Lake (MT)	Ar.	7:20 pm Tu
10:30 pm We Ar.	SAN FRANCISCO	Lv.	8:35 pm Mo

Also through Standard and Tourist Pullmans between Chicago and San Francisco via the Royal Gorge, with stopover time in Salt Lake City for sightseeing.

### Burlington Escorted Tours

Carefree, all-expense California Tours operated during the Fall and Winter months. Air-conditioned train equipment, plenty of motor side trips, courteous escorts to handle all details, carefully planned itineraries.

A. CORSWORTH, JR., Passenger Traffic Manager  
B. L. GARTSIDE, General Passenger Agent  
547 W. Jackson Blvd.  
Chicago, Ill.

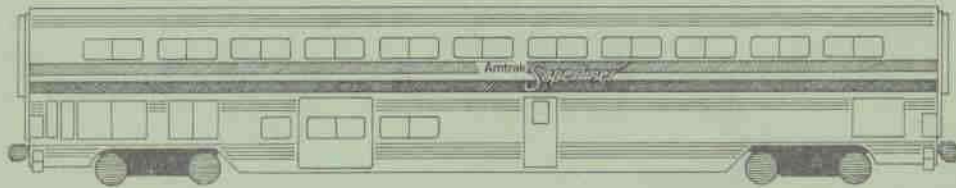
**Burlington  
Route**

(From the Jim Bennett collection. Obtained from a 1939 "Ticket Agent" Magazine)

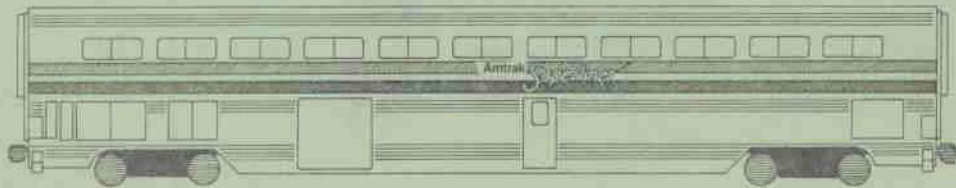




Coach-Baggage Car



Coach



Dining Car

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.

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:

Dick Byrd, Treasurer  
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 once a month on the second Sunday of the month. The meeting place this month is the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. See "PROGRAM" inside.

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, such as stories, pictures (prints only, color or black & white, any size), diagrams, ADDRESS CHANGES, etc:

KEN ZIEGENBEIN, Editor  
905 VALERIE DRIVE  
NORTH LITTLE ROCK, AR 72118-3160

Phone: (501)-758-1340



ARKANSAS RAILROADER  
c/o Ken Ziegenbein, Editor  
905 Valerie Drive  
North Little Rock, AR 72118-3160

ADDRESS CORRECTION REQUESTED

NON-PROFIT ORGANIZATION  
U.S. POSTAGE PAID  
NORTH LITTLE ROCK, AR  
PERMIT No. 821

KENNETH ZIEGENBEIN  
905 VALERIE DRIVE  
N LITTLE ROCK AR 72118