



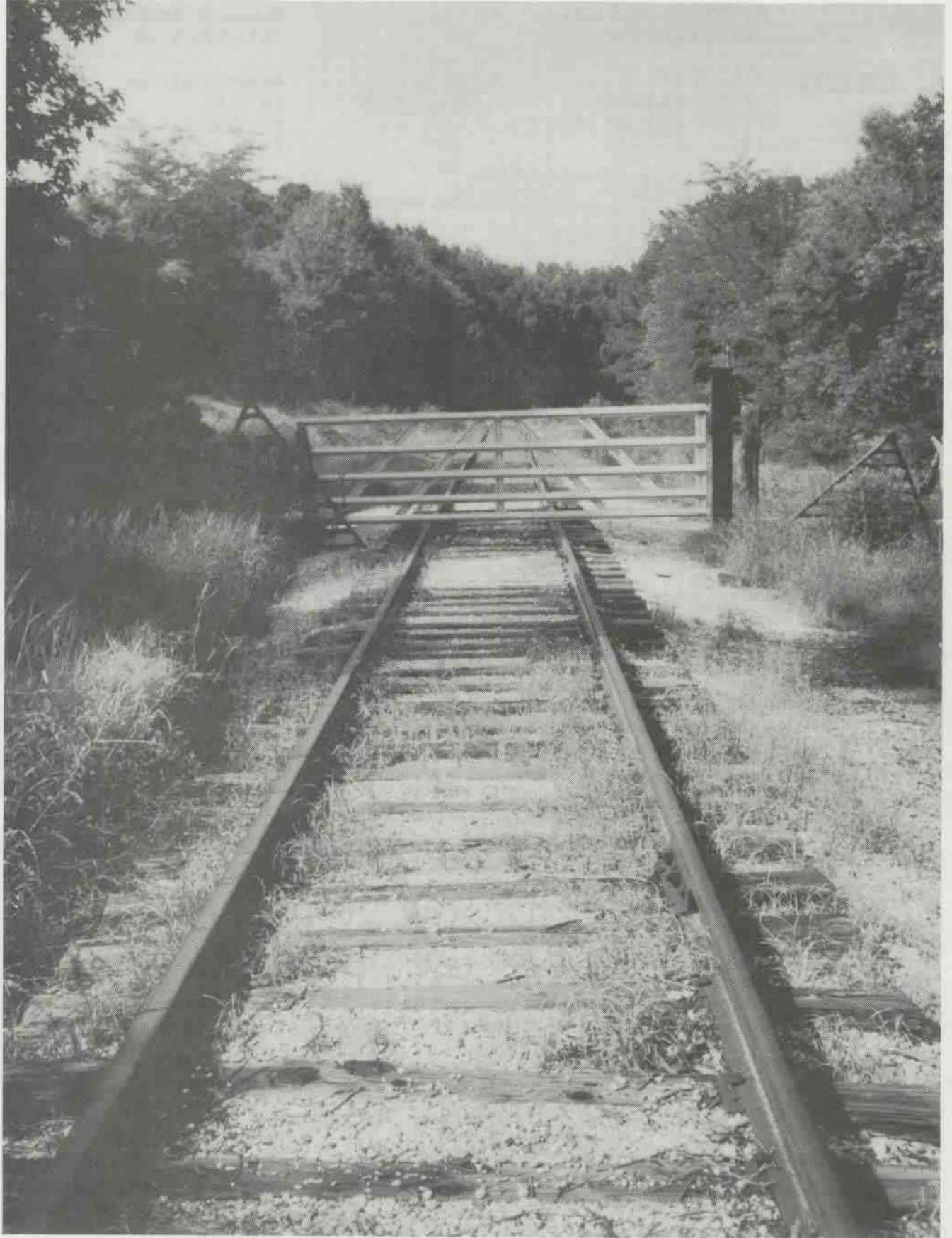
# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

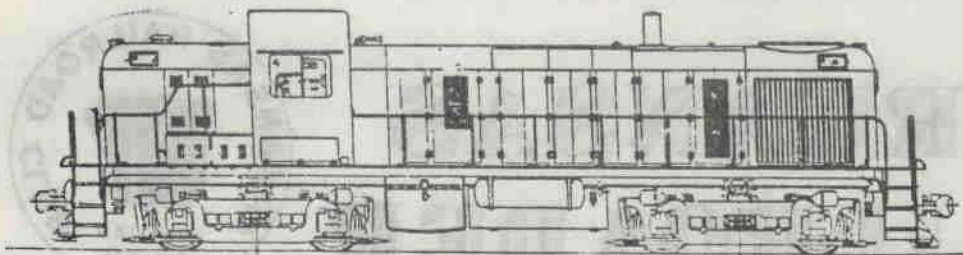
VOLUME 22 NUMBER 3

MARCH 1991



RAIL IN CATTLE COUNTRY - This scene along the Prescott & Northwestern Railroad near Blevins, Arkansas, taken in August 1990 by Cary Nettles of Hot Springs, shows what happened to a former cattle guard. It was replaced by a gate. Mr. Nettles wonders which P&NW crew member has the key.





# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>President</u> - Barton Jennings PO Box 187 El Dorado AR 71731 (501)-862-2724	<u>Vice-President</u> - John Hodkin, Jr. 506 Gorden St N Little Rock AR 72117 501)-945-2128
<u>Treasurer</u> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<u>Secretary</u> - Polly Hamilton <u>Board Tres</u> - 20 Dell Hot Springs AR 71901 (501)-321-2692
<u>NRHS Rep</u> - Peter Smykla 2800 West 37th Pine Bluff AR 71603 (501)-535-4724	<u>Editor</u> - Ken Ziegenbein 905 Valerie Drive N Little Rock AR 72118 (501)-758-1340
<u>Board</u> - Stanley Wozencraft PO Box 1938 Little Rock AR 72203	<u>Board</u> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207
<u>Board</u> - Clifton E. Hull 3507 E Washington, #31 N Little Rock AR 72114	<u>Board</u> - William Church 5619 Bel Caro Place N Little Rock AR 72118
<u>Board</u> - Robin Thomas 10980 Rivercrest DR #26 Little Rock AR 72212-1412	<u>Honorary Board</u> - Matt Ritchie 111 Tenkiller Sherwood AR 72116

## ☆☆☆ PROGRAM ☆☆☆

The next program of the Arkansas Railroad Club will be held on SUNDAY, MARCH 10 at the usual place, the Twin City Bank Building on Main Street in North Little Rock, 3rd floor. It will begin at 2 PM. The program will be given by DICK DAVIS and will be on Railroad Museums. The public is invited and good refreshments will be served, as usual.

Looking ahead, the April program will be given by Matt Ritchie on Colorado Rail Scenes.

Our Vice-President, John Hodkin, is asking for help in planning other programs through the year. If you can give a program or know someone who can, please call him at 945-2128 or write to him at the address at the top of this page.

NEXT RAILCHASE - About 7 people helped chase the Little Rock & Western on February 9 and had a great time. The next chasing event will be on SUNDAY, MARCH 3. We will be leaving the Twin City parking lot at 5:30 AM that morning, carpooling to Batesville where we will attempt to photograph a Kodak engine, as well as an O-4-0 in the city park plus a Plymouth diesel, if available. We will go to the Limesdale narrow gauge for some action, then head north along the BN before returning to North Little Rock via Hoxie on the UP. Contact Matt Ritchie if you're interested in going. Call him at 834-4449.

Other rail chases and/or trips will be on SATURDAY, APRIL 6 (Amtrak roundtrip to Texarkana plus some chasing around Texarkana - roundtrip fares currently are \$42 and you should get your own tickets); SUNDAY, MAY 19 (Texarkana northward chasing the KCS). Note that these last two dates have changed from last month's listings.

Contact Matt Ritchie if you plan to attend by calling 834-4449.



## THE LAST TRAIN

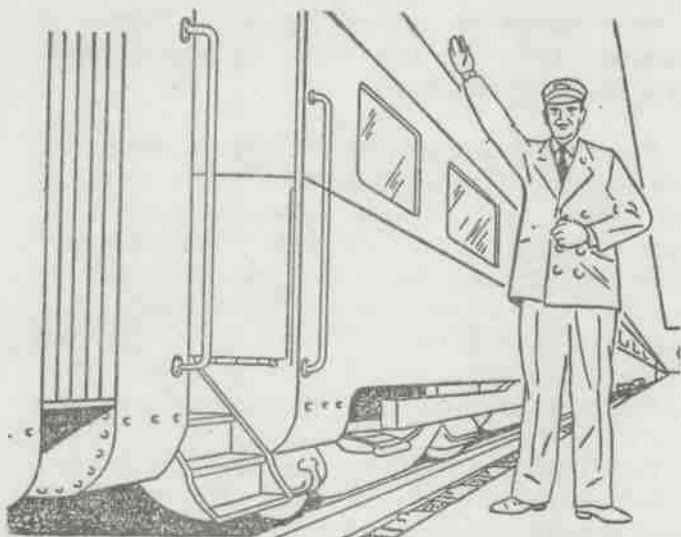
by: Gene Hull

March 28, 1960, was a fine day weatherwise. The sun was bright, and the early spring warmth lay softly on the land in Arkansas. A three-car passenger train sat quietly at the Union Depot at Little Rock. The small sign at the top of the metal stairs leading from the concourse to the track below informed those who were interested that Train No. 126 waited below to whisk them away to such fascinating places as Conway, Morrilton, Russellville, Clarksville, Fort Smith, Coffeyville, and Kansas City. The scheduled departure time was 8:10 a.m.

There was no rush of passengers down the stairs. By 8:00 o'clock there were 15 persons in the two and one-half cars. The other one-half car was for mail and baggage. On the engine, engineer S. E. "Emmet" Orr leaned backward and out the cab window, looking back along the little train and waiting for a signal from the conductor J. S. "Cat" Whittle. Fireman P. V. "Pea Vine" Swain sat on the opposite seatbox. He had a full head of steam and a half-glass of water. The "car knocker" signaled the brakes were working.

Flagman-brakeman W. T. "Dog" Folsom had the marker lamps in the brackets, and porter Arthur Rogers had the passengers settled in their seats. The seconds were ticking away.

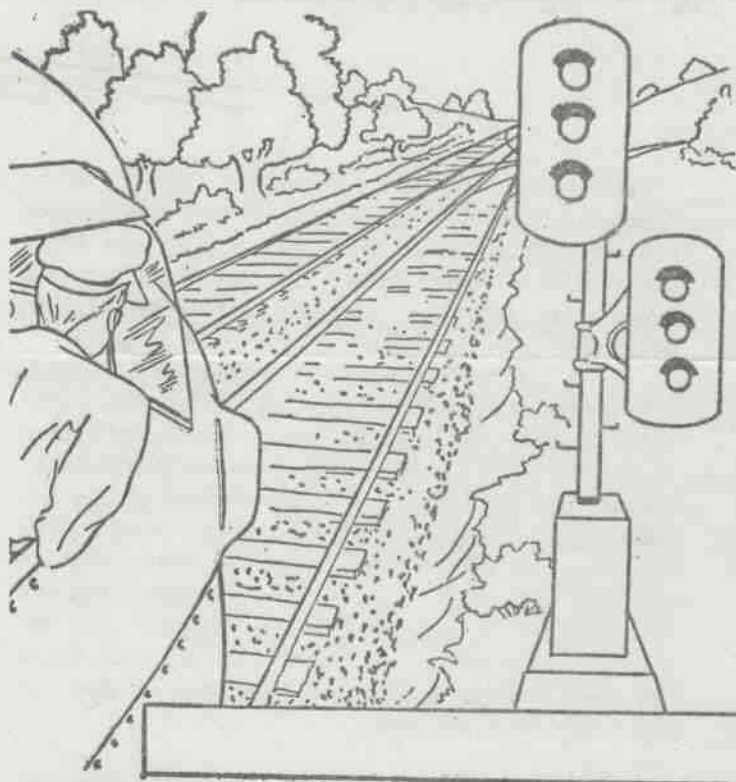
"ALL ABOARD!"



Two shrill beeps came from the communication whistle in the engine cab. It was exactly 8:10 a.m. Emmet eased the throttle back a couple of notches. There was no slack in the tight-lock couplers, and the train moved as a unit. No. 126 was on its way into the "forever land of history." She would never run again. Ahead of her lay 526 miles of steel rails and

about 15 hours of time. More than 40 stops would require an average speed of 40 miles an hour. There was no way anyone could set a clock by the train's schedule. You could adjust your calendar pretty accurately, because the train ran every day. At least it had for many years.

True to form, No. 126 lost about a half-hour getting through the maze of yard tracks in Little Rock and North Little Rock. There were several red signal lights, for no visible reason, before the train rolled carefully around the curving west leg of the wye at North Little Rock to reach the main line of the Central Division. The status of the little train had deteriorated until the "delayer" (dispatcher) began to issue train orders for No. 126 to crawl into sidings when meeting freight trains. She was ducking and dodging like a prairie dog running from a coyote.



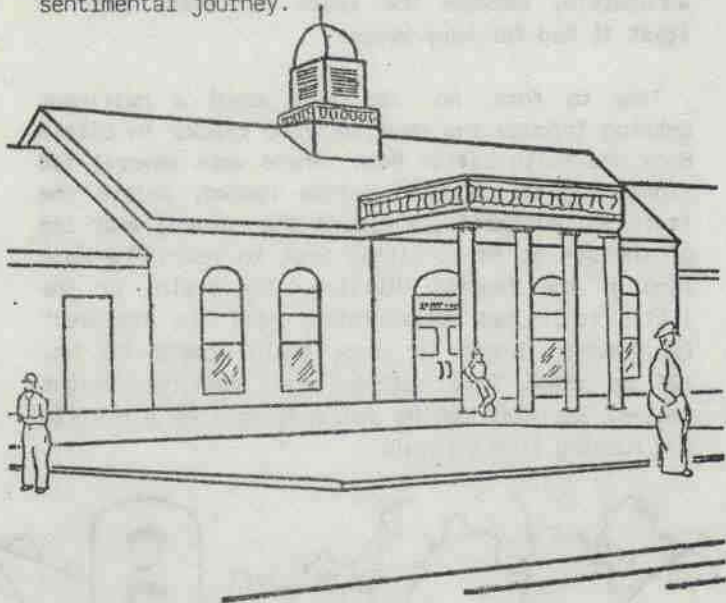
The number of passengers began to increase as last-run mourners waited to climb aboard at most every station. The train was getting farther behind schedule at every stop. Gandy dancers making track improvements didn't help any.

Folks who turned out to bid goodbye to the little streak of varnish were a mixed lot. There were from one or two to a dozen at each station. There were a couple of ancient fellows who were pleased to still be alive to outlast passenger service. They could barely remember when the trains began running in the 1870s. Other oldtimers were sorrowful that a bit



of themselves was being lost as they watched the bobtailed train disappear down the track. Some of the younger ones wondered if their future was a bit diminished. The children didn't realize that a portion of a world they had never known was vanishing.

Emmet Orr's wife, and daughter Mrs. E. N. Harrod, and "Cat" Whittle's wife, and daughter Mrs. June Armstrong, were "riding the cushions" on that sentimental journey.



Fifty second-grade children from Trusty Elementary School, and 24 pupils from the Goddard Memorial Kindergarten from Fort Smith were taken across the Arkansas River to the depot at Van Buren. They rode the train to Fort Smith. No big deal. Some said they would like a drink of water.

A woman boarded the train at Little Rock with quite a pile of luggage and a couple of lunch boxes. She was Mrs. Mary Mitchell from Coffeyville, Kansas. For the past nine years she had ridden the train (No. 125) to Little Rock every three months to visit a brother at Veterans Administration Hospital in North Little Rock. Those shoe-box lunches came in very handy after the grill car had been discontinued almost a year earlier. This visit had been shorter than usual. She didn't want to miss the last train home.

Emmet Orr tried to keep on the timetable schedule but there were just too many stops. The track between Russellville and Ozark was squeezed between the Arkansas River and the limestone bluffs of the foothills of the Ozark Mountains. It was crooked as a dog's hind leg. Along the few stretches of tangent track, Emmet had her rolling at 70 miles an hour, the limit allowed by the Missouri Pacific. He arrived at Van Buren just 42 minutes late. A new crew came aboard here and rolled away toward Coffeyville, Kansas.

Emmet Orr was 68 years old and had been an engineer since 1924. He was at the top of the

engineer's seniority list on that subdivision, but had been on the passenger train only 18 months. There had been either six or seven passenger trains every day when he started as a fireman. When he became eligible by seniority to hold a "varnish" run, one of the trains was discontinued.

"Cat" Whittle was 65, and had worked the passenger run for only seven months. Now he and Emmet were returning to freight service. Neither was even thinking about retiring. Emmet knew he would have to retire in a couple of years, since no employee could work beyond the age of 70.



"Dog" Folsom was 54, and had been a flagman on passenger trains for three years. He also was going back to freight service.

"Pea Vine" Swain had been a fireman 20 years, and had been qualified as an engineer for 15 years. He had worked as an engineer occasionally, but his lack of seniority had made these times temporary. When No. 125 and No. 126 (same train but in opposite directions) were discontinued, four engineers would go back to firing. This would leave 16 or 18 engineers, and it could be quite a while before "Pea Vine" would ride the engineer's seatbox.

The fifth member of the crew was the veteran. Arthur Rogers was only 64 years old, but he had been a porter on the varnish runs 19 years. There was no one he could "bump" because he was working on the last passenger train, and his seniority was limited to the Van Buren subdivision. His glistening black features belied his age, and several times I had thought he looked to be the youngest fellow on the varnish runs, except for "Pea Vine."

Rogers could work occasionally when a porter



wanted a vacation from service on the passenger trains still running on the Arkansas Division between Texarkana and St. Louis. He would be 65 later in the year 1960 and could retire.

It was estimated that 150 men would lose their jobs when the last passenger train stopped running! That was quite an impact between Little Rock and Kansas City. There would be expressmen, baggagemen, laborers, agents, and others closely involved with the passenger service.

There would also be an indirect influence felt along the road. The last train stopped at the tiny station at Pottsville, just 5.68 miles east of Russellville and not a scheduled stop. Here a 10-gallon can of cream was put on the baggage car, destined for Sugar Creek Creamery at Russellville

where it would become butter or cheese. A sack of mail was left with the Pottsville agent for the last time.

Arthur Rogers had for several years been tossing off newspapers for families in the remote areas along the track where regular carriers did not go.

How would the farmer with one cow get his one can of cream to Russellville? How would the isolated family receive the news not heard on radio?

The Missouri Pacific was known nationwide as a "Service Institution." Those days are gone. Even the name MISSOURI PACIFIC is steadily disappearing.

The humanistic niceties disappear first. Other things will follow.

- END -

### THE LAST PASSENGER TRAIN

by: Mike Grogan, Arkadelphia SOUTHERN STANDARD, July 30, 1987)

Inside the swaying coaches, people were amusing themselves. A bookseller sat in a solitary seat; around him in a heap were books about war, love, economics, and volumes about the swift passage of time, which nobody could slow down. The train's whistle wailed at every crossing; nobody could claim that they were 'nt warned.

A child sat with his grandmother; he liked the long coach he was riding in; the windows let him see the countryside flashing by. He liked baseball, western movies, comic books, and radio dramas.

At another whistlestop, a man came aboard selling newspapers. A small, tired businessman purchased a paper for five cents and sat down to read the latest news.

In the dining car, there were poor people trying to stay on their budget. Lunchmeat sandwiches served on toasted bread with cups of coffee were sublime. A small child whose parents couldn't afford to buy him two scoops of strawberry ice cream didn't understand why others were eating ice cream, yet he could have none. He wondered what he had done wrong.

In the late afternoon, the train crossed green farmland and the sun bathed the skittling lizard in hot golden sky butter. People lay back in their seats and tried to doze. The train was tap dancing, and when the engine rounded a curve, little boys back in a distant coach saw the silky smoke that tumbled from the stack like the contents of a pencil sharpener being emptied.

After supper in the dining car, the people sat down to enjoy the twilight that was drifting like blue snow. The lights of small towns twinkled like fireflies on either side of the caravan.

Time passed. Seconds flowed, minutes spurted, hours stacked up, days spawned years, years turned to decades. It was night and the collage of stars watched the fateful train as it marched straight for oblivion.

People came and went; some got off at small waystations and were left behind. Other passengers debarked at huge metropolitan depots and vanished into the remaining suburbs of their existence.

At midnight, the engineer blew his whistle loud and long, today's journey seemed like a lifetime. As the night lengthened, the train crew and the porters knew before anybody else on board that this was the final run of the last passenger train!

(NOTE...The above article was condensed by about 25 percent.)



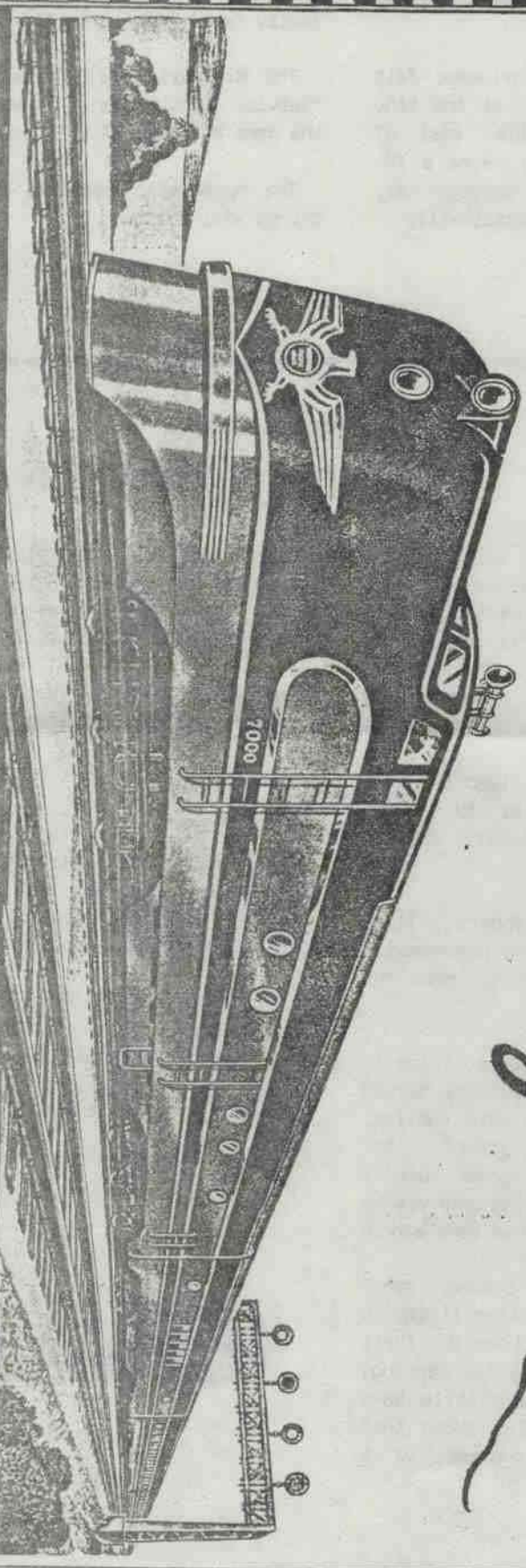
(From the Jim Bennett collection)

MISSOURI PACIFIC LINES *proudly* PRESENT



THE

*Eagle*



WORLD'S NEWEST AND FINEST Daylight TRAIN

Streamlined for Speed—Designed for Strength—Styled for Beauty



**THANKS FOR THE LABELS** - Member STEPHEN EUDY of West Des Moines, Iowa has sent in dozens of Shurfine labels over the past months, which are worth 3 cents each for our club. All members are asked to do likewise whenever shopping. Just bring them in to the monthly club meetings.

Stephen has also sent in many railroad items and various news clippings, some of which will be used in the month's newsletter. Thanks.

Speaking of labels, BILL CHURCH just turned in 576 of these labels and we as a club will get a check for \$18 for them. They now earn 3 cents each for the club instead of 2 cents. So...if you shop at a store that stocks the SHURFINE, VALU-CHECK or HYDE PARK labels, be sure to bring them in to a club meeting. Pennies add up.

**SHOW & SALE** - The Arkansas Railroad Club's annual show and sale has been renamed the "ANNUAL RAILROAD ANTIQUES & COLLECTIBLES SHOW and SALE" and will be held on Saturday, June 1 at the Arkansas State Fairgrounds. See the sheet (prepared by Dick Davis) in the front of this newsletter for more details.

**AETN RAILROAD SERIES** - The Arkansas Educational Television Network, after receiving a lengthy letter from Dick Davis, said it will probably run the 13-part railroad series produced by Kalmbach publishing sometimes this summer. We as a club might sponsor part of the shows, along with other NRHS clubs as well as model clubs in the state. We may also help answer phones on one of their semi-annual pledge drives. Their cost per program is \$150.

**NRHS BOARD OF DIRECTORS MEETING?** - Our proposal to have a NRHS Board of Director's meeting has been given to the proper people in NRHS headquarters and we should know soon whether they will take us up on this offer. Hopefully, in some future year, we may have an national convention as well. Dick Davis has been instrumental in writing the needed letters to the proper personnel.

**819, CBRHS NEWS** - BILL BAILEY gave a lot of news regarding the 819 and the Cotton Belt Rail Historical Society at our February 10th meeting. Here are some of the things going on and proposed:

1) **POSSIBLE CHARITY RUN FOR 819** - He mentioned the possibility of a charity run of the 819 between Pine Bluff, Little Rock, Bald Knob, Memphis and back along the same route sometimes this year (no dates available). This event could be sponsored by UP, KSSN (a radio station) and others for charity.

2) **OTHER 819 PROPOSALS** - Pine Bluff to Fordyce in the Spring (again no firm date, probably in April). They will leave Pine Bluff on Saturday and return the same day this time, trying to sell out the trip.

Pine Bluff to Houston via Shreveport, in early June, no firm date yet.

Pine Bluff to Tyler in the Fall.

3) **FIVE-YEAR INSPECTION** of the 819 was about half completed as of the February 10th meeting. No problems encountered.

4) **OTHER CBRHS NEWS** - This society, based in Pine Bluff, stores much of its equipment in an old Cotton Belt building, which has become the Arkansas Railroad Museum. They are repaving the building's floor and trying to negotiate a long-term lease. The roofing work has been completed (it's finally dry inside!). They are fixing the overhead lighting.



Another Cotton Belt engine, #336 located in a park in Lewisville, Arkansas, will be moved to Pine Bluff and placed in the museum whenever they can secure its movement.

The Society has found another 4-8-4 tender in Illinois it's trying to get. This tender would come in handy on long 819 trips.

Bill said they found a goldmine of parts as well as an 800-class wheel-lay in Star City recently. They were in the process of bringing this to Pine Bluff.

To join or contact this society, write to:

COTTON BELT RAIL HISTORICAL SOCIETY

P. O. BOX 2044

PINE BLUFF AR 71613

Phone: 501-541-1819

AREA SHOWS - There will be at least two area railroad oriented shows in the next few weeks which you might want to attend.

1) BLUFF CITY - NMRA - SER SPRING MODEL TRAIN MEET in Memphis, Saturday, March 23, 1991 from 9 to 2 PM at Immanuel Lutheran School, 6319 Raleigh-LaGrange Road in Memphis. Admission is \$2. There will be a swap meet, home layout tour, clinics, etc. For additional info contact Claude T. Baker at 901-388-8717.

2) NORTHWEST ARKANSAS MODEL RR SHOW in Fayetteville on April 13 from 8 to 4 PM at Ramay Junior High School on Sang Avenue in Fayetteville. Contact Steve Beal, Rt 1 Box 40B, West Fork AR 72774 or call 501-761-3659 for more information.

NEWS WANTED - Please share any news you might have from your local area. Either send in a newspaper clipping or summarize any local news so that I can share it with others of our club. Send all news to either my local address or to PO Box 9151, North Little Rock AR 72119. Thanks.

WILLIAM CHURCH'S STORIES - William Church reports he received numerous phone calls from club members telling him how much they enjoyed his story called "Charley Boone and the 5008" in the February 1991 issue of the RAILROADER. Because so many of the callers inquired when his book, "MEMORIES OF MY LOVE AFFAIR WITH THE BLUE AND GOLD," in which this story would appear, would be published, he made up a limited edition of this book and will be ready to distribute it to any club member at cost.

Due to the cost of having it done at a commercial printing house being out of his pocketbook range, he used a local printer and made up some photo copies.

This book contains some reproduced photos and twenty-seven stories, some previously published in the ARKANSAS RAILROADER. Club members may purchase a copy of this book for their collection directly from Mr. Church. The price is \$6.00, which is the cost of printing the book. If ordered by mail, please include an additional \$1.50 for postage and handling. Mr. Church's address is:

William Church  
5619 Bel Caro Place  
North Little Rock AR 72118

POSTAGE INCREASE - I suppose you've all heard about the postage increase of first class stamps from .25 cents to .29 cents. Well, our non-profit bulk rate has also risen, from 8.4 cents per newsletter to 11.1 cents, a rise of about 24 percent. This means that it will cost the club \$101 more to mail the RAILROADER per year at our current mailing volume. This should present no



problem, however, as current dues are still enough to cover all costs. (As an aside...if we mailed our newsletters first class, it would cost an additional \$1,634 to \$2,496 per year, depending on if I had a 2 ounce or 3 ounce edition.

**COVER PHOTOS WANTED** - I am asking for VERTICAL 3 x 5 or larger photos, color or black and white, to be used on the covers of future ARKANSAS RAILROADERS. If you have any or want to take any, just be sure they are vertical in nature. I will enlarge and half-tone them to fill the page. Also be sure to put all information on the photos, where they were taken, who took them, people in them, etc. Thanks.

**CLUB PROGRAMS WANTED** - Interested in giving a program at one of our monthly meetings? If so, contact our vice-president, John Hodkin, Jr., 506 Gordon St, North Little Rock AR 72117 or call him at 501-945-2128. We'd all be interested in sharing some of your rail experiences.

**FUTURE NRHS CONVENTIONS** - Here are the NRHS national convention sites through 1995: HUNTINGTON, WV (1991 - see ad elsewhere in this newsletter); SAN JOSE, CA (1992 - July 22-26); CHICAGO, IL (1993 - July 14-18); ATLANTA, GA (1994); and LANCASTER, PA (1995). (Above from the January 1991 CINDERS, Philadelphia chapter NRHS)

### ARKANSAS RAIL NEWS

**FORT SMITH TROLLEY MUSEUM** - As you know, there is a rather nifty railroad museum in Fort Smith called the Fort Smith Trolley Museum which contains various trolleys as well as other engines, such as a Plymouth from the Augusta Railroad. This museum is open to the public on Saturdays and will have its annual open house in July.

Another milestone at the museum occurred on November 19, 1990 when its Birney #224 was connected to a power supply for the first time in 57 years. Although it didn't smoke and the lights went on, the motors didn't do anything. But at least no fuses blew and they will try again.

**WYNNE DEPOT** - A citizen's group in Wynne is applying to become a non-profit organization in order to obtain the land which houses the old Missouri Pacific (UP) depot there. UP is willing to sell the land for \$6,000 to the city, but some people feared that the depot would be razed if the city got the land. Thus they organized a group in October of 1990 to save the 1911 depot from being razed. (JONESBORO SUN, January 25, sent in by Austin Barr)

The fatality rate on U.S. highways dropped from 15 per 100 million miles driven in 1935 to 2.3 in 1988, thanks primarily to improved roads and car safety features, such as seat belts. (UNIVERSITY OF CALIFORNIA - BERKELEY WELLNESS LETTER, May 1990)

**TRAIN "ROBBERY" ATTEMPT?** - On January 18, a man would not allow a Ouachita Railroad (O.U.C.H.) train to pass near Junction City, Louisiana. He laid on the tracks, stopping the train, and said he simply didn't like trains (obviously not a contender for membership in the Arkansas Railroad Club!). Police were called and he was taken away so the train could finally proceed. Barton Jennings, Manager of the OUCH, said the man did had a history of doing this very thing. He has been in jail several times.



TTX FLATCARS USED AS BRIDGES? - BILL POLLARD reported seeing on February 12 four TTX 85-foot flatcar bodies below the I-430 bridge in Little Rock. The cars, TTX 474549 & TTX 479046 (built in 1960 and 1962 respectively) along with TTX 477708 and TTX 477722 (built in 1978) look like they will be made into an automobile bridge, probably along the extension of the Rebsamen Park road.

MOP'S "CARTHAGE BRANCH" DOWNGRADE - CTC BOARD reports that all hotbox indicators have been taken out of service on the "Carthage Branch" (White River Division of the former Missouri Pacific through Northwest Arkansas and Southwest Missouri) between Pleasant Hill, Missouri and Cotter, Arkansas. According to BILL POLLARD, who sent in the story, this sounds like the first step towards eventual sale of this line.

According to the U.S. Department of Transportation, in 1990 the government expected to collect about \$3.9 billion in aviation taxes. Total aviation funding will be \$7.1 billion, with the overage coming from taxpayers. The airline industry claimed they made a "profit" of \$900 million, yet they ignore the fact that they were subsidized about \$3.2 billion.

D&R RAILROAD COMPANY MAY ACQUIRE OTHER SHORT LINES - (Russellville) - Union Pacific still has not said who will be the buyers of five of its branchlines in Arkansas, but the Dardanelle & Russellville RR is at the top of the list of potential buyers. According to club president Barton Jennings and General Manager of the Ouachita Railroad (part of the D&R company which is owned by club member Bill Robbins), the final decision should come soon, probably this spring or summer.

The lines for sale are: Lexa-Helena (12 miles); Malvern-Hot Springs-Mountain Pine (33 miles); Gurdon-Birds Point (52 miles); North Little Rock-Carlisle (32 miles of former Rock Island "Sunbelt" trackage); and Fort Smith to Paris.

GOOD LUCK D&R!!

#### GENERAL RAIL NEWS

'ELEGANT' RAIL STATIONS PLANNED - (St. Louis) - St. Louis's proposed light rail system will be getting 20 downtown and neighborhood stations that are supposed to be both modern and historical in design. Each of the stations will feature exhibits depicting the history of the surrounding neighborhoods with various artists doing work in each. Three of the stations will be underground in St. Louis with the rest above ground.

First construction of the \$288 million system, which will run between East St. Louis and the St. Louis Airport, should begin this spring when workmen start to tear down a building behind the Kiel Auditorium. The system will consist of 18 miles and begin service in mid-1993. It will be called Metro Link. (ST. LOUIS POST-DISPATCH, January 14, 1991 sent in by Stephen Eudy)

LARGEST LOAD EVER? - (Lloydminster, Alberta, Canada) - The Bi-Provincial Upgrader project's heavy oil reactor vessel was 116 feet long, 14 feet in diameter and weighed 756 tons. Last December this reactor was moved via BN and CN from Duluth, Minnesota to Lloydminster, Alberta. The departure from Duluth was delayed until the ground froze so it wouldn't sink.

The reactor was carried on a German-made "Schnabel" car designed for large, very heavy loads. These cars originated during World War II to transport German coastal artillery. The



car has two 36-axle articulated sections that support hydraulic arms. The combined weight of the car and its load was 1,200 tons. Workers ahead of the train had to move aside signals in order for the train to pass. Shipping bill was about \$4 million. (RAILS, January 18, 1991)

Exactly what is important to those who are grieving or are very sick? According to a report by psychologists at UCLA, they need support from friends. Just plain love, emotional support and calm concern were most helpful contributions. Friends who suddenly disappeared were very upsetting. Listening to the grieving or sick person was also high on the list.

- (UNIVERSITY OF CALIFORNIA - BERKELEY WELLNESS LETTER, May 1990)

RUMORS ON LOCOMOTIVES - It is rumored, via the "Dispatcher" (Central Oklahoma NRHS), that there are fewer than 20 Green Katy units left on the UP system. Also, Santa Fe is reportedly retiring all its B-units, SD-45's, F-45's and FP-45's. Photos of these units will be getting harder to come by, so now's your chance.

EMD FOR SALE? - A report in the January 1991 edition of "Mixed Train" said that EMD/GMD could sell its locomotive operations to Caterpillar or a Japanese firm. Anyone have any concrete news of this?

1-800 NUMBER FOR CROSSING SIGNALS - For five years, Texas has had a law enabling a 1-800 number to be put on all its railroad highway crossing signals in case the signal went out (see the cover of the February RAILROADER for a picture of one of these). This program has been quite successful. This number (1-800-772-7677) lets the public call in whenever a crossing signal is stuck or doesn't work. They are immediately connected to the Department of Public Safety, which notifies the proper railroad. Each signal has a unique I.D. number on it. Over 17,000 calls were made during 1988. (SIGNAL, Texas Operation Lifesaver Program via Jim Johnson)

HOBO ARTICLE DRAWS FIRE - The San Francisco Chronicle on January 17 ran an article on a recent Hobo convention in San Francisco in which one man rode the Southern Pacific from Louisiana to California. Understandably, Jim Johnson of the SP's Public Relations Department was quite upset as the article glamorized an illegal act. Would the newspaper publish a story on the "glamorous" act of shoplifting. I thought Mr. Johnson hit the nail right on the head when he said: "One positive thing can be said for this article: if Southern Pacific were to choose to prosecute the offenders, The Chronicle has not only published their admission of guilt, but with photos, home towns and even, in some cases, full names, apprehension of the culprits shouldn't prove too difficult." (Editor's note...WHY NOT DO IT?)

NEW KCS ENGINE NUMBERS - The Kansas City Southern is renumbering its GP40's #749-799 to #40749-40799 to make room for the SD60's. As of the first week in January, the renumbering was being done as units were being re-shopped at the Deramus Yard.

DEPOT PRESERVATION - There is an organization devoted to vintage depots and their preservation...the RAILROAD STATION HISTORICAL SOCIETY, 430 Ivy Avenue, Crete, NE 68333. Dues are \$8 per year, which includes a bi-monthly newsletter. They have an annual convention in the summer. (THE BULL SHEET)



**VIRGINIA & TRUCKEE ROUNDHOUSE RAZED** - (Carson City, Nevada) - The 117-year old V&T roundhouse in Carson City, Nevada, one of the last artifacts of Nevada's silver boom, was being torn down as of late January. Carson City mayor Marv Teixeira said he tried everything to save the structure. One of the most famous railroads of the 19th century, the Virginia & Truckee connected Reno, Virginia City and Minden and was opened in stages between 1870 and 1906. The trains hauled Comstock Lode silver from Virginia City. The ran until 1950.

The 180-by-322-foot building has been sitting vacant in the middle of Carson City, Nevada's capital, for years. It has been weakened by earthquakes and has been the home of dozens of cats.

Ron Kipp, general manager of the construction company razing the building, said he hated to tear it down, but it was falling down anyway. (SAN FRANCISCO CHRONICLE, January 28, sent in by Jim Johnson)

**DRUG USE DROPS** - Union Pacific announced that in 1990 it had a big drop in employee drug and alcohol abuse. Only 2.9 percent tested positive for abuse after accidents in 1990 compared with 10.3 percent in 1987.

#### AMTRAK NEWS

**"EAGLE" LEAPS FORWARD** - In November, 1990, the "Eagle," which runs through Arkansas, increased its ridership by 77.4 percent over the same period in 1989. "Our" train carried 16,632 riders that month. The real test of ridership gains won't come until January, however, when the "Eagle" first became daily. Even so, there seems to be a trend nationwide to take the train. Amtrak continues to grow in ridership month after month.

**ON THE RIGHT TRACK** - In an article in the December 24-31, 1990 "Travel Agent," Amtrak's President W. Graham Claytor said Amtrak was doing good but could be better. As evidence: since 1982, revenues for the company have been up 107 percent, the revenue-to-cost ratio up 50 percent and passenger miles up 23 percent. That was accomplished with 53 percent less in federal funds and 84 percent less in federal capital grants. (Editors note...even with these remarkable figures, the Bush administration still wants to cut out all funding for Amtrak, regardless of how an expanded passenger train system could cut our dependence on imported oil. Where's the rationale??)

**NEW LOCOMOTIVES ORDERED** - Amtrak ordered 52 new locomotives in late December from General Electric in Erie, Pennsylvania. Three types were ordered, including: 20, 3200 HP F40-types, which should begin arriving the first part of 1992; 22, 4000 HP long haul engines, which could cut the number of engines required on some long distance trains. These will arrive in early 1993. And 20, 3200 HP dual mode locomotives with third (electric) rail capability.

**GREAT AMERICAN VACATION** - Amtrak started January 2 to offer an air-rail travel plan with United Airlines. This plan lets you take the train one-way and then fly back or vice-versa. There are many possibilities. Call Amtrak at 1-800-USA-RAIL for more details.

**SPLIT TRAINS** - Amtrak is considering splitting the California Zephyr into two trains. Currently it runs as a combined Zephyr/Desert Wind/Pioneer all the way from Chicago to Salt Lake City then splits up into three trains going to Los Angeles, Oakland and Seattle. The new possibility would run the Desert Wind and Pioneer as a separate train from Chicago to Salt Lake



City on a more northerly route covering Northern Iowa and Southern Wyoming. The California Zephyr would then be a single train by itself all the way from Chicago to Oakland. Nothing final, however.

**STILL TRYING** - A group in Florida, headed by John Hedrick, is still trying to start a new Amtrak service between Seattle and Florida via Arkansas. This group, called the People's Transit Organization from Monticello, Florida, has been writing letters to newspapers along the route as well as to congressmen. (ARKANSAS GAZETTE letters-to-editor via The SCRAMBLER)

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>NOV 89</u>	<u>NOV 90</u>	<u>% CHANGE</u>
NE CORRIDOR	992,740	990,691	-0.2%
SHORT DISTANCE	394,320	439,174	+11.4%
LONG DISTANCE	432,478	469,691	+8.6%
"Eagle"	9,378	16,632	+77.4%
"Sunset"	8,118	7,058	-13.1%
"City N Orleans"	16,333	17,194	+5.3%
SPECIAL TRAINS	4,682	2,795	-40.3%
<u>TOTAL</u>	<u>1,824,220</u>	<u>1,902,351</u>	<u>+4.3%</u>

Amtrak had an average of 173.3 passengers on its trains at any one time in NOV 1990. (The "Eagle"/"Sunset" had an average of 167.2 passengers on board).

Amtrak was on time 78.8 percent of the time in NOV 1990 (The "Eagle" was on time 38.3 percent of the time).

	<u>FISCAL YEAR THROUGH NOV 89</u>	<u>FISCAL YEAR THROUGH NOV 90</u>	<u>% CHANGE</u>
NE CORRIDOR	1,957,951	1,947,400	-0.5%
SHORT DISTANCE	765,490	836,062	+9.2%
LONG DISTANCE	858,439	939,769	+9.5%
"Eagle"	19,935	31,647	+58.8%
"Sunset"	16,321	14,813	-9.2%
"City N Orleans"	31,180	33,319	+6.9%
SPECIAL TRAINS	10,147	9,679	-4.6%
<u>TOTAL</u>	<u>3,592,027</u>	<u>3,732,910</u>	<u>+3.9%</u>

**NEWS UPDATED** through February 15...probably will be mailed February 20. Deadline for the April RAILROADER is March 15. Also...look at the box on the second to last page. If an X appears in this box...this will be your last RAILROADER unless we receive your 1991 dues by March 15. Thanks.



**AMTRAK'S STATISTICS FOR THE LAST FIVE YEARS**

(SOURCE: Amtrak's 1990 Annual Report)

**1990 ANNUAL REPORT**

**OPERATING STATISTICS**

	1990	1989	1988	1987	1986
<b>General</b>					
System Route Miles (in thousands)	24	24	24	24	24
Stations	516	504	498	487	491
Train Miles Operated (in millions)	33	31	30	30	29
<b>On-Time Performance</b>					
Systemwide	76%	75%	71%	74%	74%
Short Distance	82%	81%	76%	78%	76%
Long Distance	53%	54%	54%	62%	69%
<b>Ridership</b>					
Passengers (in millions)	22.2	21.4	21.5	20.4	20.3
Northeast Corridor	11.2	11.1	11.2	10.7	10.7
Short Distance	5.2	4.7	4.8	4.5	4.4
Long Distance	5.8	5.5	5.4	5.2	5.1
Passenger Miles (in millions)	6,057	5,859	5,678	5,221	5,013
<b>Locomotive Units</b>					
Operating Fleet	318	312	298	289	291
Available for Service (daily average)	84.0%	84.1%	87.2%	87.9%	90.6%
Average Age (in years)	12.0	11.0	10.0	9.0	8.0
Diesel Units (new deliveries)	0	8	9	0	0
Electric Units (new deliveries)	0	5	1	0	0
<b>Passenger Train Cars</b>					
Operating Fleet	1,863	1,742	1,710	1,705	1,664
Owned and Leased*:					
Superliner Cars	282	282	282	282	282
Amfleet I Cars	482	483	483	484	486
Amfleet II Cars	149	149	149	149	149
Heritage Cars	841	827	813	790	789
Turboliners (cars)	65	65	65	65	65
Self-Propelled Cars	28	40	43	61	64
Low-Level Cab Cars	33	21	18	0	0
Horizon Cars	103	45	0	0	0
Total Owned and Leased	1,983	1,912	1,853	1,831	1,835
Average Age (in years)	20.0	17.5	16.6	15.6	14.6

\* Includes some older or damaged cars awaiting overhaul, conversion to head-end power or sale.





# 1991 CONVENTION HIGHLIGHTS



## 1991 NRHS ANNUAL CONVENTION

AUGUST 7 - 10, 1991

HUNTINGTON, WEST VIRGINIA

Headquarters will be at the Radisson Hotel located in downtown Huntington and within easy walking distance to many of the Convention events. To make your stay in Huntington enjoyable, we have booked 800 rooms in varying price ranges. Free shuttle bus service for registered delegates to whisk you and your family to railroad and non-rail related events.

Getting to Huntington is easy. Huntington is served by Amtrak, Tri-State Airport and Interstate 64. If you plan to ride Amtrak, you must book your seat early as Amtrak's Cardinal is heavily booked during summer months.

**Pre-Register Now.** A pre-registration fee of \$15.00 includes a \$2.00 extra charge for First Class Mailing of your ticket and Hotel Reservation Packet in advance of general mailing. This fee also includes spouse or family member and includes Thursday and Friday seminars. N.R.H.S. members have first preference for all events. Cut off date for pre-registration is March 31, 1991. Full information is on the reverse side of this insert.

- We have an excellent excursion program planned to make "Huntington '91" a memorable event. Four mainline steam powered excursion trips, one each day of the Convention. (Two trips will include dinner cars and premium service with lunch and dinner in the diner.)
- Three mainline steam engines to power your excursions - ex. Nickel Plate Road 765, ex. Pope Marquette 1225, ex. Norfolk and Western J-411 and the ex. Clinchfield /CSX, F units to power three trips around the U.S.X. Huntington Railway.
- The West Virginia Belle Oaks River Cruise, a 1,000 seat sternwheeler, for your dining and dancing pleasure.
- Thursday night photo session on C.S.X. Carolina Track.
- Thursday and Friday afternoon seminars for a variety of rail related subjects.
- Greenberg's Great Train, Dollhouse and Toy Show and Appalachian Model Railroad Society Show on main arena of Civic Center.
- Annual Banquet with guest speaker
- Photo contest and much more...

Detach and mail form below with check or money order to:

Colle P. Huntington Chapter N.R.H.S., Convention Registration,  
P.O. Box 148, Kenova, WV 25530. Phone (304) 622-6140. VISA and Mastercard accepted.

1991 NRHS Convention — C.P. Huntington — Pre-Registration  
Please print or type.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

NRHS Membership No. \_\_\_\_\_ Chapter \_\_\_\_\_

VISA or M/C No. \_\_\_\_\_ Exp. Date \_\_\_\_\_

Cardholder Sign \_\_\_\_\_

Check enclosed for:  
\_\_\_\_\_ \$15.00 Pre-registration with advance First Class Mailing.



If an "X" appears in the box to the left, then this is your last ARKANSAS RAILROADER. Send your dues to ATTN: Treasurer, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. You will NOT receive a "reminder" post card this year. Remember that dues are always due the first of the year. Thanks.

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

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

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

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

All Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



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



Newsletter phone: (501)-758-1340  
(Leave message on recorder if I'm not there)

Attn:Ken Ziegenbein, Editor  
ARKANSAS RAILROAD CLUB  
905 Valerie Drive  
North Little Rock AR 72118-3160

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MARCH 1991



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