



ARKANSAS RAILROADER



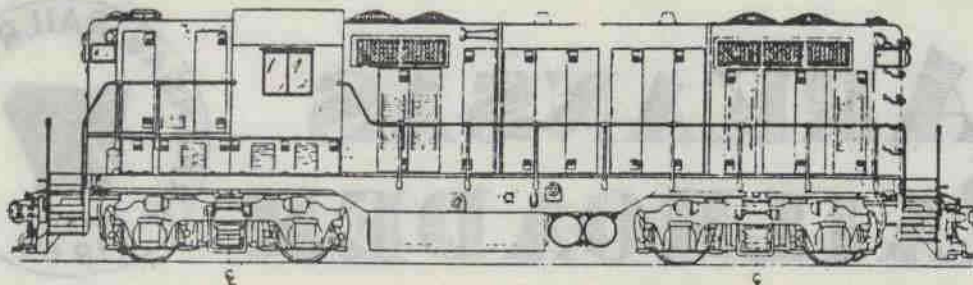
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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Grass still had not reclaimed the Rock Island right-of-way through Booneville, Arkansas as of March 9, 1988. The tracks were taken up in December 1985. Residents of Booneville will never again hear the lonesome sound of a train passing through town. (Photo by Ken Ziegenbein - more pictures inside)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<i>Board</i> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207	<i>Board</i> - Clifton E. Hull 3507 E. Washington, #31 N Little Rock AR 72114
<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Bd Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

INTERESTING HOBBY - William Church, member of the Arkansas Railroad Club and a contributor to the ARKANSAS RAILROADER has an interesting hobby of writing and producing what he calls Railroading by Morse Telegraphy. By using his collection of timetables and a telegraph key and sounder he tapes on cassetts train orders and OS's of trains, then he plays it back to himself and transcribes the information of train sheets that he has prepared.

While this hobby is time consuming both in the preparation and writing, it is rewarding to a railroad fan who loves to recall those days when the brass sounder and the key were the methods of communication between the train dispatcher and his operators. Presently he is working on a program of trains on the Missouri Pacific's Missouri Division of the 1920's. His latest finished product is a program of the Missouri & Arkansas Railway.

Church says: "It is quite relaxing to start up your tape recorder, get your pen out and start copying train orders, and entering OS's of the train sheet as M&A trains of yesterday run up and down the Arkansas Mountains and Eastern Arkansas flat lands." His M&A is four, forty-five minute tapes and by using a 1945 M&A timetable he follows all of the trains on the railroad as they run from Joplin to Helena. "You get so interested in what is going on that you forget that you wrote the program," says Church, "as you follow a train down the line, listen to the dispatcher put out a meet and read the response from the conductor and engineer on the "31's".

(Continued on page 11)



Gould Southwestern Railway (Arkansas Railroad) old grade several miles west of Gould, Arkansas in the Fall of 1987. Taken by Barton Jennings.

GOULD SOUTHWESTERN RAILWAY/ARKANSAS RAILROAD

by: Barton Jennings

When I was transferred back to Arkansas, my new territory included Gould. Now that name rang a bell, I remembered that a shortline of some type had run there once. A quick check in Clifton Hull's SHORTLINE RAILROADS OF ARKANSAS gave me some background information and a trip to the state Geological Center got me pointed in the right direction.

With this slim bit of information, I headed for Star City, the railroad's terminus, to retrace the railroad. Now the railroad was abandoned in April, 1959, only six months after I was born,

so I figured much should remain after only such a short time.

Arriving at Star City, the first thing I saw was the State Highway Department widening State Highway 81. As a road scraper did its work, it suddenly turned up an old tie. Looking up from the tie, the depot could be seen a block away (see photos below and next page). This was going to be easy, I thought.

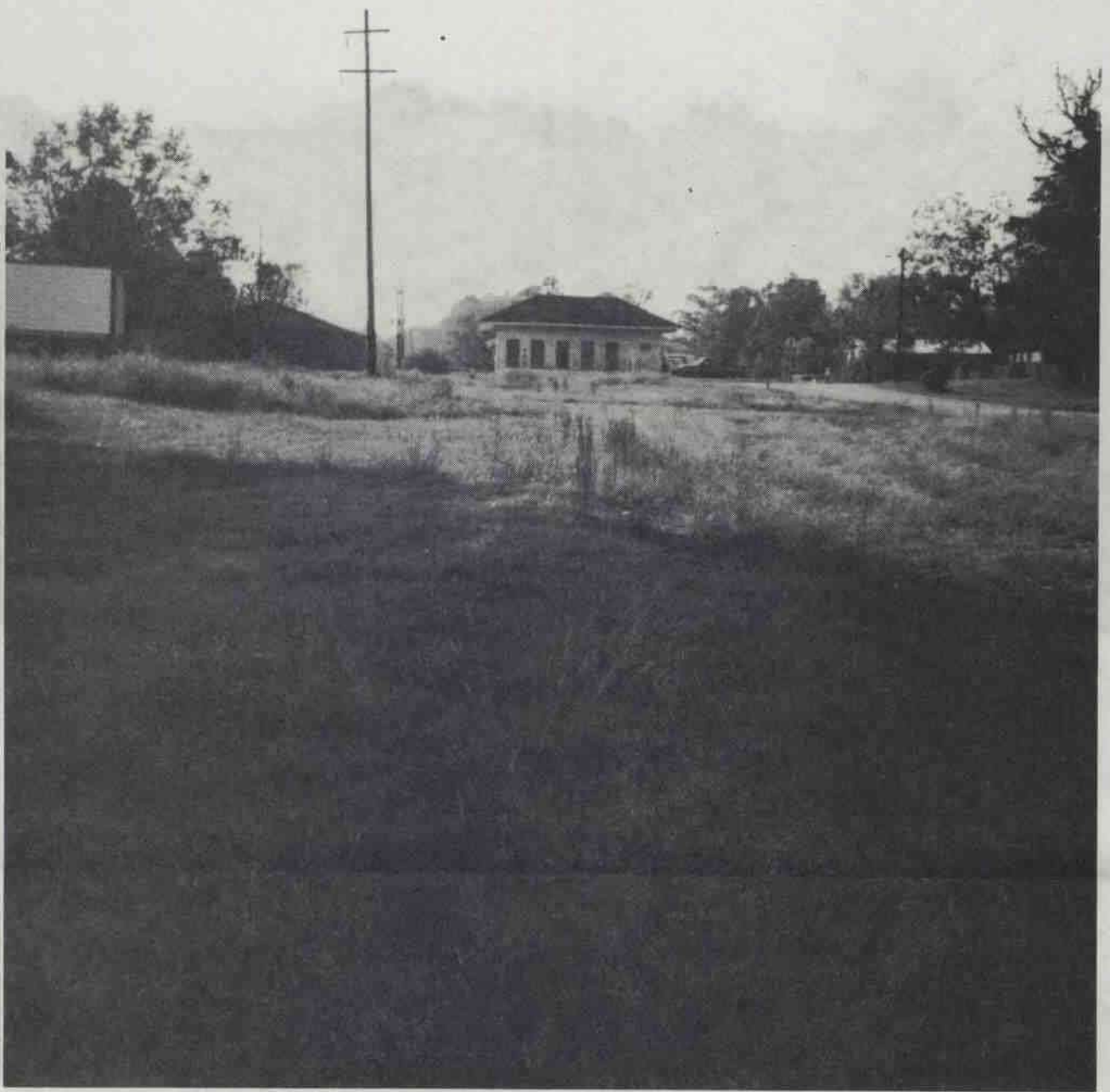
Today, the depot is the Senior Citizens Center, but it used to be Star City's connection to



*Ex-Gould Southwestern Depot in Star City, Arkansas, Fall 1987. (Barton Jennings)
It is now a Senior Citizens Center.*



Tie dug up by road scraper in Star City during Highway 81 work, Fall 1987. Tie was part of original GSW Rwy.



Ex-Gould Southwestern Railway (Arkansas Railroad) depot viewed from one block east along old grade. Fall 1987 photo by Barton Jennings.

the outside world. While photographing the depot, an employee came out to question my interest in the building since it's always been just the "Senior's Center."

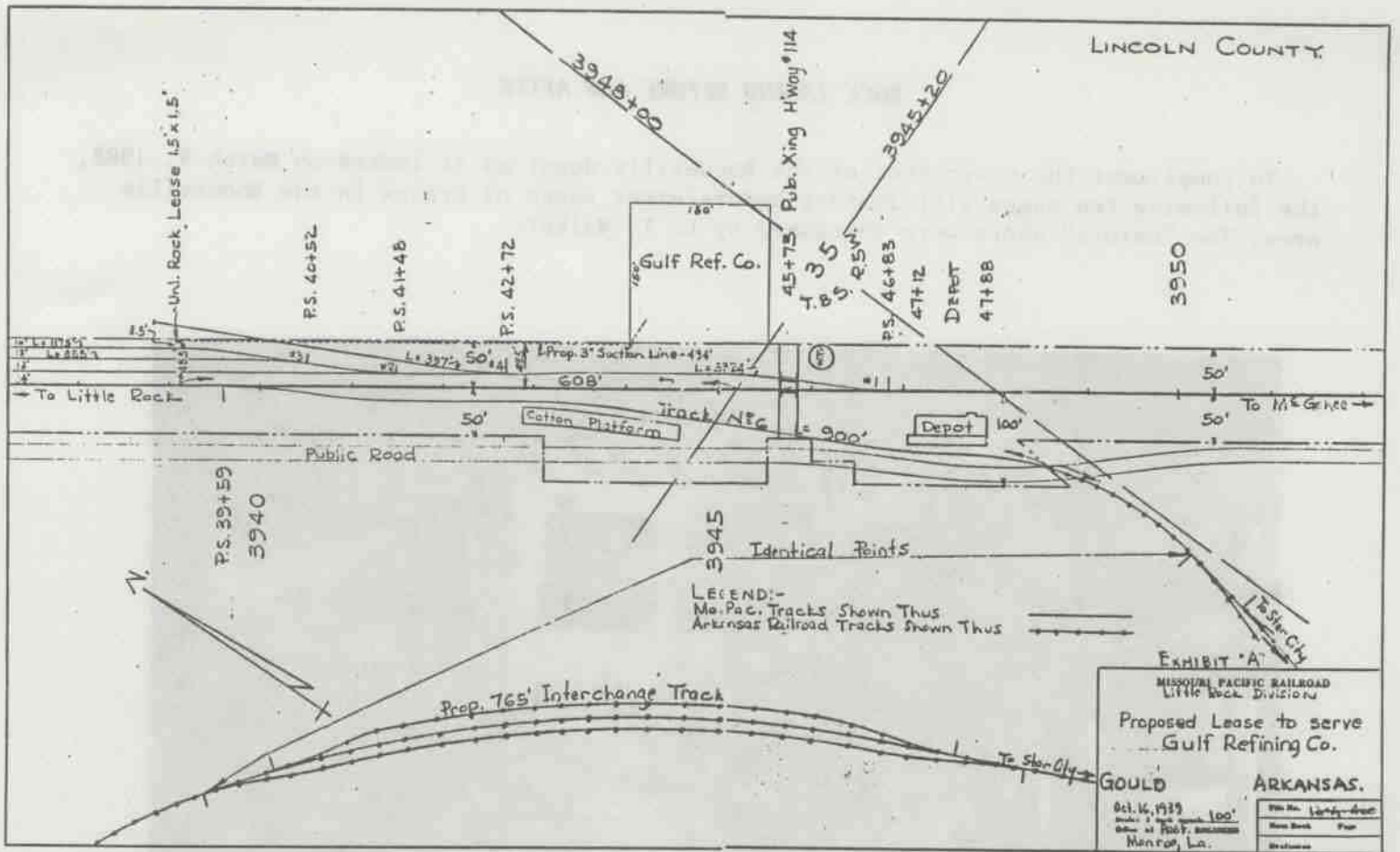
Turning east, I began to follow the old grade but then it became difficult. A number of homes and a new school now stood where trains used to run. the Gould Southwestern had its grade near highway 114 east of town and its grade can be seen coming out of some woods east of the Star City school. Going further east, the grade is seen off and on, first on the north side of the road and then on the south. About four miles east, farm roads right next to the highway appear to be built where the railroad was.

Near Fresno, the railroad grade turns to the southeast and is used to get to some irrigation

wells. This part of the grade is the only part still shown on today's topographical maps.

The grade is lost until just west of Gould where it again is next to highway 114 and is used as a farm road. Coming into Gould, it is easy to see where the railroad turned to connect with the Missouri Pacific at its depot. Rail still exists where streets have it buried in asphalt.

After making the drive, I began to wonder what I missed. Checking the old Missouri Pacific files in North Little Rock, two drawings of interest came to light. The first showed the layout of Gould after the abandonment of the Arkansas Railroad. The second was of even more interest, it showed the proposed new interchange track and the existing trackage in the 1930s. (See next page). This drawing confirmed that



4-2-30

the rail in the streets at Gould was indeed part of the Arkansas Railroad but that the trackage along side the depot was Missouri Pacific with just access rights for the G.S.W.

Hopefully, others will turn up further information on this line as it would be a shame to lose the history of any railroad named simply the Arkansas Railroad.



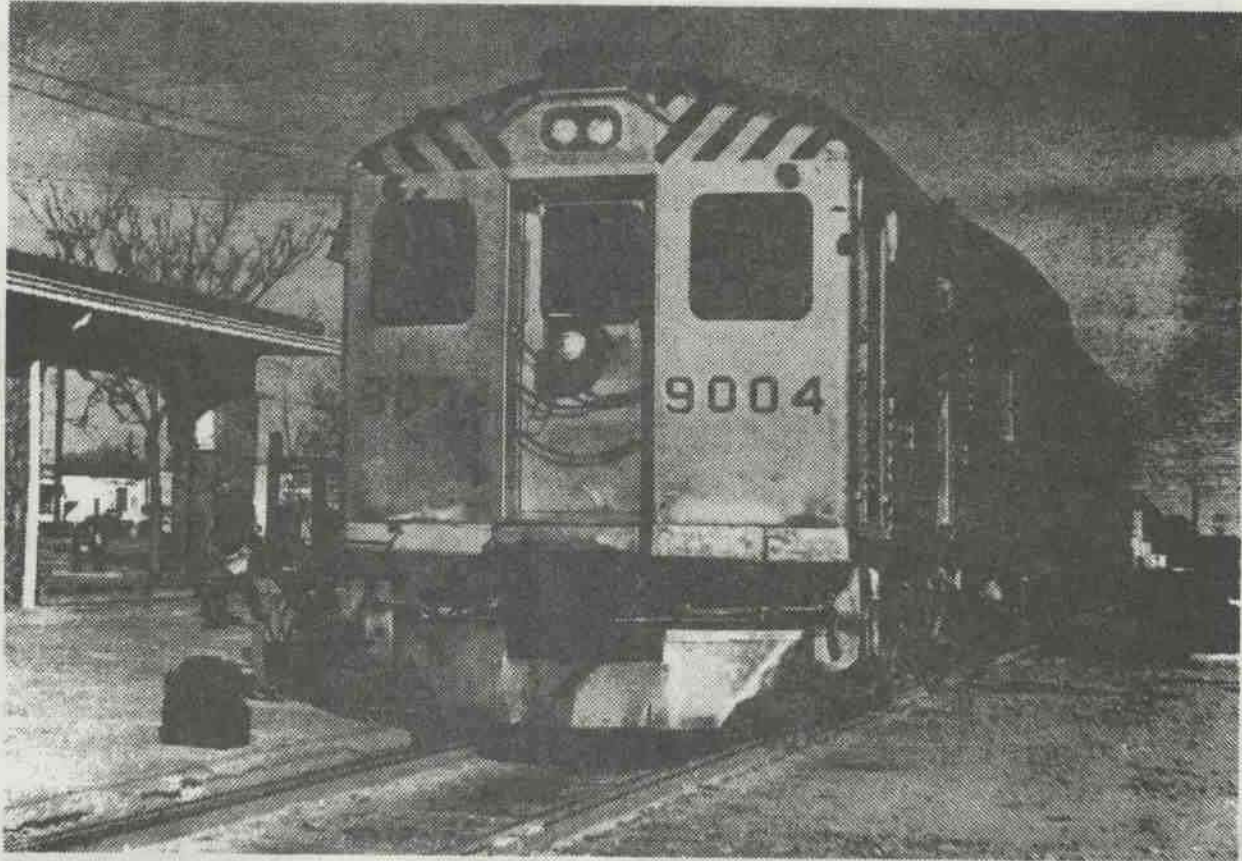
Missouri Pacific footings for water tank sat across from the depot at Gould. The depot was shared by the G.S.W.

Bank of Gould from somewhere depot used to stand at Gould. Kind of went as the railroad did. (Both photos Summer 1986 by Barton Jennings)

END

ROCK ISLAND BEFORE AND AFTER

To compliment the cover shot of the Booneville depot as it looked on March 9, 1988, the following two pages will feature before/after shots of trains in the Booneville area. The "before" shots were furnished by L. T. Walker.



TOP - RDC #9004 westbound at the Booneville depot in 1962 (furnished by L. T. Walker). BOTTOM - Same scene on March 9, 1988 with Rock Island tracks gone. (Photo by Ken Ziegenbein)

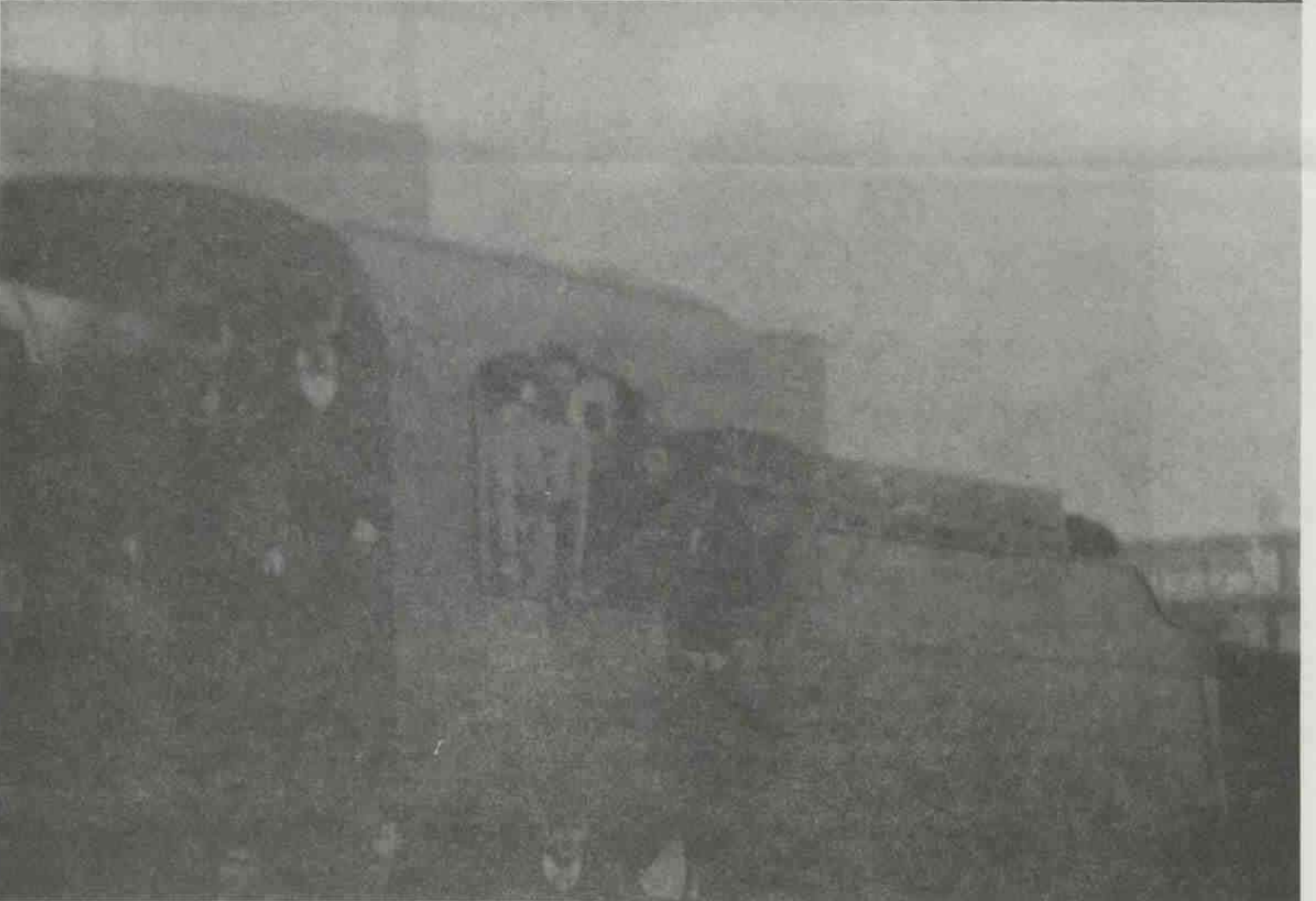
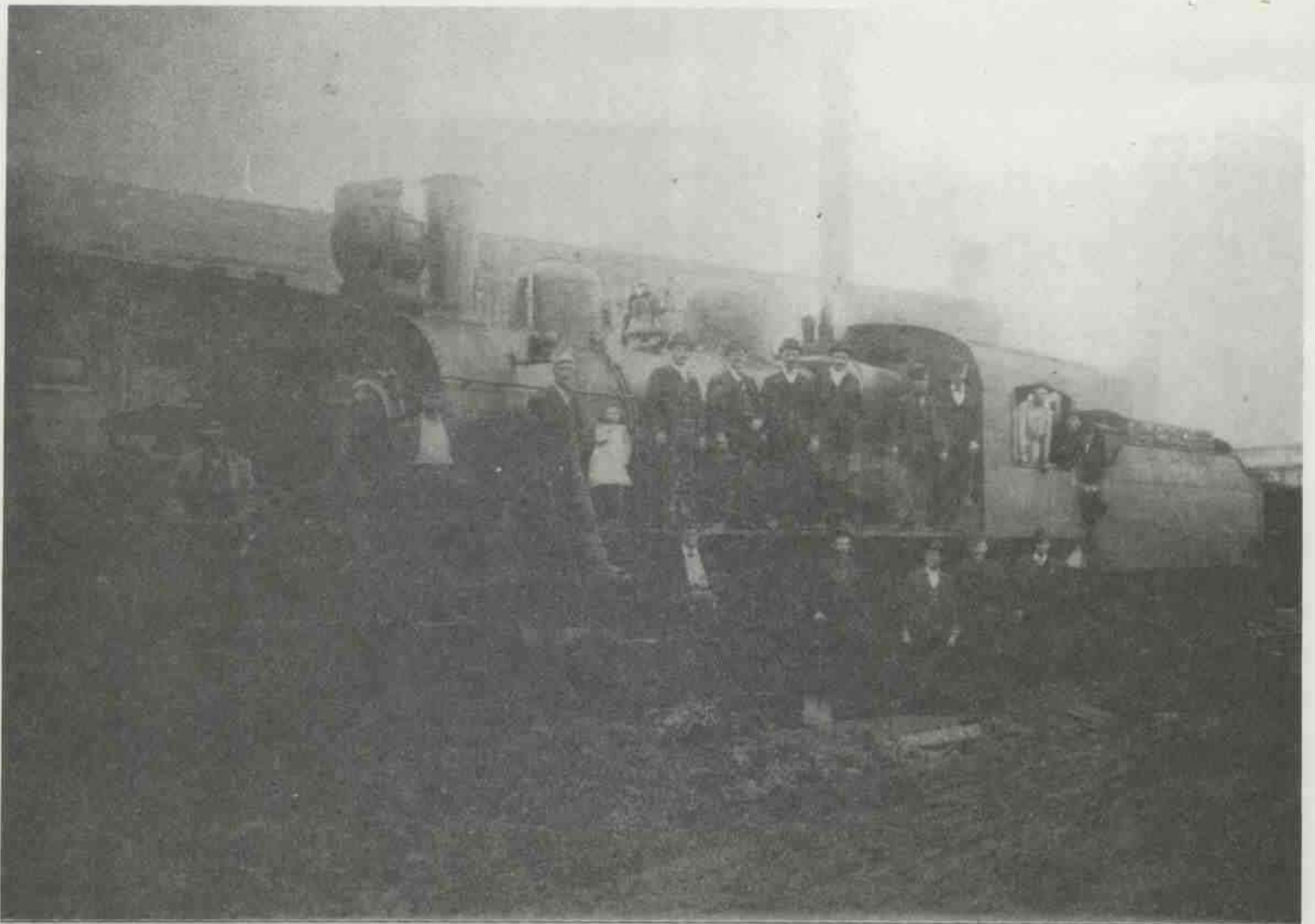


*TOP - Rock Island depot with unknown train eastbound in 1910. (Furnished by L. T. Walker). **BOTTOM** - Roughly the same location in Booneville on March 9, 1988. (Photo by Ken Ziegenbein). I imagine that the people in the 1910 picture never thought that the Rock Island would ever be abandoned.*

AGE is a quality of mind. If you have left your dreams behind, if hope is cold, if you no longer look ahead, if your ambitions' fires are dead -- then you are old.

BUT - if from life you take the best, and if in life you keep the jest, if love you hold; no matter how the years go by, no matter how the birthdays fly -- you are **NOT** old.

Author unknown



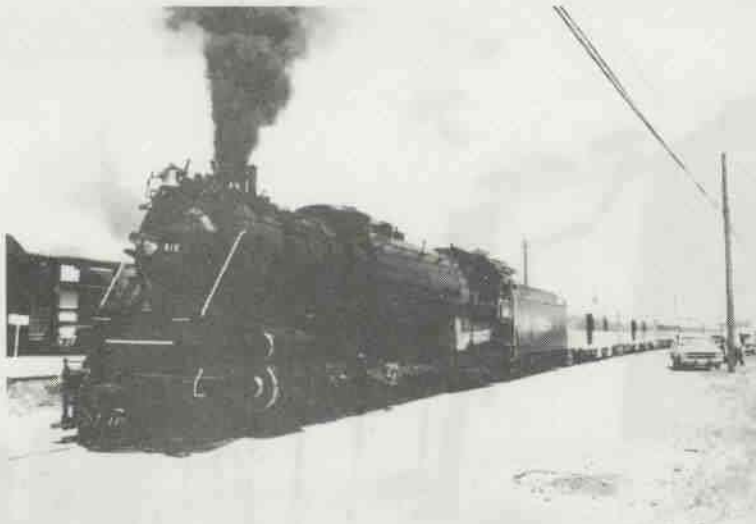
March 7, 1902 in North Little Rock - notice coal chute left of engine, top photo. Eakles Hille's father (a hostler) is the one leaning out the cab (see enlargement in bottom photo). (Furnished by Eakles Hille)



New Southern Pacific GP60 at Kansas City March 1988. This is the first one off the line of the 20 being built by EMD (numbered 9600-9619). These units have 3800 horsepower. SP has also ordered 40 GE diesels (B40-8, 4,000 HP units numbered 8000-8039). All these new engines are state-of-the-art units with computerized components for easier trouble-shooting and fuel efficiency. (Jim Johnson photo, Cotton Belt Public Relations)



After seeing Bill Bailey's story on the KCS's last cattleguards in the April RAILROADER, Steve Couch of Russellville spotted this cattleguard on the Union Pacific's Arkansas Power & Light spur track to the Arkansas Nuclear One power plant just south of London, Arkansas. The plant can be seen in the top center. (Steve Couch photo, April 1988)



UPPER LEFT - SSW 819 backs its five cars (baggage 1942, 1943, coach 318 "Jefferson County", lounge car "Concho" and dome lounge ob "Susacapejo") onto a siding in Pine Bluff Thursday, April 21, 1988 in preparation for the next day's departure to Fordyce. **UPPER RIGHT** - Cotton Belt's heavy duty welded rail at Saline, Arkansas, near Kingsland. **LOWER LEFT** - Returning to Pine Bluff Sunday afternoon, about 5:00 PM, the train passes a Union Pacific freight in downtown Pine Bluff. **LOWER RIGHT** - The "home" track of the 819 and its consist entering the Arkansas Railroad Museum on 2nd Street in Pine Bluff. (Ken Ziegenbein photos)

In the prime of Cotton Belt passenger service, an era which ended in 1959, Cotton Belt trains were known as "Stars" - The Lone Star, The Morning Star. The 819 (4-8-4) was built in the Cotton Belt's Pine Bluff shops late in 1942, the last steam engine to be constructed by Cotton Belt, and was placed in service early in 1943. Given to the city of Pine Bluff in 1955, the 819 languished in that city's Oakland Park until 1983 when Cotton Belt pulled it from its not-so-final resting place and returned it to the building of its birth. There, volunteers from the Cotton Belt Rail Historical Society, Arkansas Railroad Club and employees of the Cotton Belt began a rebuilding process which culminated in the 819's return to active service in 1986. Its' initial run was on April 25, 1986.

The two baggage cars in the consist (1942, 1943) were numbered to coincide with 819's original building and service entrance years, were used on Southern Pacific passenger trains until 1971. Coach 318, "Jefferson County", originally ran on the Delaware, Lackawanna and Western Railroad's "Phoebe Snow" streamliner. Lounge car "Concho" was a regular on Santa Fe's "Super Chief". Dome Lounge-Observation named "Susacapejo" (an name combining the first two letters of each of the owner's five children's names: Susan, Sally, Cathy, Peter and John Smykla), was the rear car on the Wabash Railroad famed "Blue Bird".

About the run this year: it left Pine Bluff at 9:30 AM sharp Friday, April 22 for Fordyce, returning to Pine Bluff about 5:00 PM Sunday, April 24. It was a great three days, as usual, with many good opportunities for photos and fellowship. And, except for a minor problem Sunday afternoon with getting the 819 over a switch from the main line to the museum track, everything went smoothly. Thanks for everything to both Pine Bluff Division Superintendent Bob McClanahan and his staff and Jim Johnson of Cotton Belt's Public Relations and to the Cotton Belt Rail Historical Society.

Now, how about a public excursion? If the Norfolk Southern can do it and if the St. Louis Chapter of the NRHS can do it with the Frisco 1522 in May, surely the Cotton Belt/CBRHS can too. Insurance can be had as attested by these other railroads and groups having excursions. Where there's a will, there's a way, so the saying goes.

(Continued from page 2)

"I especially enjoy putting on a tape or tapes on my other recorders, one of "Steam Locomotive Sounds", the other of music, close my eyes and sit back and presto-chango I can be back thirty or forty years in an interlocking tower way out in the "boonies", with nothing to do but to listen to the radio, follow trains up and down the line as they are being OS'ed by the operators and wait for one to come by your station," Church says as he explains why such a hobby is interesting to him - "Keeps me from getting lonesome for the old days and keeps my mind alert."

"Will share my program with ex-brass pounders who would love to have one and my train-sheet that goes with it," says Church, "that is if they will keep in mind that years takes something away from an operator's fist, and the Morse just might be a little hard to listen to once in a while."

William Church's address is: 5619 Bel Caro Place, North Little Rock, Arkansas 72118.

WANT TO JOIN A TELEGRAPH CLUB? - Thousands of old-time Morse telegraph operators have formed a club to remember their skills. If you'd like to join, the yearly fee is \$7.00 which includes 12 issues of their newsletter. To join, write MORSE TELEGRAPH CLUB, INC., 1101 Maplewood Dr., Normal, Illinois 61761. (This announcement was totally unrelated to Bill Church's article above by the way. This ad was found in the Winter issue of "OAK LEAVES", the publication of the Missouri & Arkansas Railroad Museum)

INTERESTED IN THE MISSOURI & NORTH ARKANSAS RAILROAD? - Then join the Missouri & Arkansas Railroad Museum, Inc., P.O. Box 1094, Harrison, Arkansas 72601. If you have anything you'd like to contribute to their newsletter, write it its editor Bernie Harville, Jr., Box 68, Glen Carbon, Illinois 62034. Dues information not available at this time.

50TH ANNIVERSARY - George and Polly Schmidt celebrated their 50th wedding anniversary April 17 with a reception at St. John Lutheran Church in Stuttgart, Arkansas. Congratulations!

POSSIBLE EXCURSION - Peter Smykla said there was an excursion possible on the Arkansas and Missouri Railroad next fall. Keep this in mind, as this line in northwest Arkansas along the old Frisco would be quite scenic. There is nothing definite, however.

MOUNTAIN VALLEY RAILROAD STEAM MEET - The annual spring steam meet at the Mountain Valley Railroad in Hot Springs National Park, Arkansas will be held May 12-14, 1988. They have over 2,500 feet of 7½ gauge track for plenty of running. Three trestles and large cuts and fills makes this such a unique railroad. These trains are actually running models the size roughly of fair/park trains. For further information contact Cary Nettles at (501)-525-1675 or Phil Hale at (501)-623-3957 or write Cary Nettles, Rt. 1, Box 410, Hot Springs, Arkansas 71913.

ARKANSAS VALLEY MODEL RAILROAD CLUB 25TH ANNIVERSARY - The Arkansas Valley Model Railroad Club is completing its 25th continual year of operations. To commemorate, they are planning a 25th anniversary open house and general get-together for both Saturday and Sunday afternoons, May 14 and 15 from 1-4 PM at the club house, 3300 River Road in North Little Rock. There will be refreshments, plenty of old pictures to look at, and hopefully one or two trains might even run on the layout. For information call William Hobbs at 378-1221 day or 758-9532 nights. You can also call the club Monday nights at 372-8907.

☆☆☆ PROGRAM ☆☆☆

The May program and meeting will be held Sunday, MAY 15 (note date change) at the Twin City Bank Building on Main Street in North Little Rock at 2:00 PM. Peter Smykla will give the program on 1987 railfanning, including Arizona shortlines and British Columbia lines. See you there!

TO THE PERSON who sent me the letter referring to the FRA, I have had no response thus far and possibly never will. At any rate, thanks for the information. It is quite interesting.

1988 NRHS CONVENTION will be held July 23-31 in Somerset, New Jersey. Eight rail trips will be made in the region with steam and vintage diesel. If you would like to pre-register, contact the Tri-State Chapter, NRHS, P.O. Box 2234, Clifton, New Jersey 07015-2234.

NEW FEATURE (sort of) - As I go through the checkout line at supermarkets I've often noticed tabloid headlines, and some are really amazing. Here are a few: "Dentist Goofs - Woman's Mouth Is Glued Shut!" -- "I Was A Slave In A UFO Camp" -- "Astounding Baby Climbs Back Into Mother's Womb!" -- "Adam and Eve Found In Asia - And She Was A Space Alien, say shocked scientists." Now...really! Aren't we glad we're just rail "nuts"?

ARKANSAS RAIL NEWS

DARDANELLE & RUSSELLVILLE RR SOLD to Bill Robins, a former Rock Island conductor from Booneville. Richmond Tank Car Leasing of Houston shut down operation on the D&R April 8. Anyone have any further details?

UNION PACIFIC FAMILY DAYS TO BE HELD - (North Little Rock) - The U.P. will be having its annual "Family Days" on Saturday, May 14 in North Little Rock. There will possibly be a special train run, but details are not available. (Thanks to Daryl Stout for this information)

79 WORKERS AFFECTED BY COTTON BELT PLAN - (Pine Bluff) - A Cotton Belt Railroad spokesman upped his estimate of the number of people who will be affected by reorganization in the company from two dozen companywide to 79 in the Pine Bluff operation alone. The entire dispatch office of the Pine Bluff yards will be moved to Houston, spokesman Jim Johnson confirmed to the PINE BLUFF COMMERCIAL on March 13. Apparently 17 Pine Bluff dispatchers will be established as dispatchers in Houston and that the move will be effective by mid-June. According to Johnson, transfers from the Pine Bluff office will affect around 79, or 6.9 percent of the Cotton Belt's 1,131 employees there. A union spokesman estimated that at least eight of the dispatchers slated for transfers will refuse to go. "Eventually all dispatching will be done from Houston (ala Union Pacific's Omaha). All dispatchers from Kansas City, San Antonio, Tuscon, Lafayette and Pine Bluff will be moved to Houston. But these people will still have their jobs," Johnson said. (PINE BLUFF COMMERCIAL, March 14, 1988)

OLD OLA DEPOT TO BE DONATED TO CITY OF OLA - (Ola) - Mayor Pennington of Ola said at Ola's March 14 council meeting that the old Rock Island depot there was being donated to the city along with the land it was on. It should be used as a landmark or city museum. (YELL COUNTY RECORD, Danville, March 23, 1988)

TRAIN STATION REGISTERED - (Bentonville) - The old Frisco train station on South Main Street in Bentonville has been placed on the National Register of Historic Places. The building is significant because it is a typical example of Frisco depot architecture of the early 1900s. (Benton County Daily Democrat, March 20)

RAIL INCREASE PLACED ON HOLD TILL HEARING - (Little Rock) - Southern Pacific and the Cotton Belt were ordered March 23 not to raise switching charges from \$250 to \$450 per car until a full hearing can be held. A lawsuit was filed by Missouri Pacific/Union Pacific requesting an injunction to prevent the increase. The hearing was supposed to be held April 1, but the outcome is unknown. (ARKANAS DEMOCRAT, March 24)

UNION PACIFIC RECALLS 250 - (North Little Rock) - The Union Pacific will recall another 250 workers to repair boxcars and locomotives at shops in a least five states, including Arkansas. Twenty workers will be recalled at the shop in North Platte and other workers will be called back in North Little Rock. The railroad said it plans to spend more than \$33 million to repair and lease locomotives and rail cars to handle record levels of traffic. (ARKANSAS DEMOCRAT, March 24)

RAIL-BASED MX MISSILE SYSTEM IN ARKANSAS? - (Little Rock) - The Department of Defense is pushing ahead with the rail-based MX without thinking through the public reaction, according to Congressman Les Aspin of Wisconsin. However, Arkansas Congressman Tommy Robinson thinks we should go ahead with this system of rail-based missiles and have at least one wing based at the Little Rock Air Force Base in Jacksonville. The system would consist of 50 MX missiles deployed two per train on 25 trains. The baseline train would consist of seven cars - an engine, a launch-control car, a maintenance car, two missile launch cars and two security cars. Each train would be supplemented by additional boxcars to camouflage the trains and vary their appearance. The Air Force says the rail-garrison concept will require an additional 2,700 military personnel and 1,000 civilian employees nationwide.

PROBLEMS: Will civilian dispatchers direct the MX trains as they flush from bases? Does this put the location and therefore the security of the train in untested civilian hands? If not, now does the Air Force avoid it? And will operations of these trains be assured under times of crisis? (TV reports and ARKANSAS DEMOCRAT, Rex Nelson, March 21)

KCS RAILROAD MAY HELP BUILD WALKWAY - (Ashdown) - The Kansas City Southern RR may help build a pedestrian walkway over its tracks at Ashdown where a child lost two legs and an arm February 1. L. D. Fields, VP of Operations for KCS, said that building a walkway would be safer than a city proposal to extend Robertson Street with a grade crossing over the tracks to U.S. Hwy 71. Over the years, people have crawled under standing trains at the walkway location. (TEXARAKAN GAZETTE)

PASSENGERS CARRIED ON THE A&M - (Springdale) - The first passengers were carried over the Arkansas & Missouri Railroad (ex-BN, ne Frisco) in over 20 years on April 1, 1988. The Dickson Street Improvement District and the A&M RR sponsored the trip. Tony Hannold, President of the A&M, emphasized that the two-hour ride (between Fayetteville and Van Buren over the former Frisco) meant absolutely nothing about plans to have a passenger train on a regular basis. Hannold, whose company bought the line from Burlington Northern in 1986, said passenger possibilities for the railway could never equal the freight revenues. He said the company pulls in \$6 million a year from freight operations, hauling 24,000 carloads of 90 tons each yearly on the 140-mile line between Monett, Missouri and Fort Smith, Arkansas. Fifty percent of that freight, he said, is grain traffic.

Hannold said, however, "We will help others and want to franchise a passenger service if we get a viable plan." The strongest contenders for such a plan right now, he said, are the Northwest Arkansas Regional Planning Commission and the Van Buren Chamber of Commerce. The two groups are working together to come up with arrangements for an excursion train on the line during the summer months. Hannold predicted such a service might be running by 1989. He estimated that about 4,000 people would ride the train annually.

Hannold also said the Dortch firm, which operates a dinner train in Eureka Springs, is coming to his company with a proposal in late April.

The single passenger car pulled on the April 1 excursion was hauled behind a freight.

The first passenger train rolled into Fayetteville July 4, 1882. Then, ten thousand people were on hand to welcome railroad officials. The last passenger train made its run on Saturday, September 18, 1965, with only a handful of people to wave goodbye to the travellers. (NORTHWEST ARKANSAS TIMES, April 4 and April 11 by Phyllis Rice)

AREA RESIDENTS OPPOSE CLOSING RAILROAD DEPOT - (Russellville) - Between 150 and 175 people have signed a petition protesting the proposed closing of Union Pacific's freight depot at Russellville. Mayor Vernon Howard of Russellville said "We feel it would be a setback to our industry if they do close the depot." Howard said the local depot is one of only about two or three depots in the state still being manned by Union Pacific. The mayor said he received notice that UP wants to close the Russellville depot in late March. He said railroad officials cited economic factors. (RUSSELLVILLE COURIER DEMOCRAT, April 10)

MODEL RAILROAD SHOW HELD - (North Little Rock) - The second annual Greater Arkansas Train Show, sponsored by the Arkansas Division of the Model Railroad Group was held April 16 and 17 at the North Little Rock Community Center. This group is not associated with the Arkansas Valley Model Railroad Club. (THE TIMES)

TYNDALL PARK TRAIN MOVED - (Benton) - McConnell Heavy Hauling moved Engine 226 from Benton to Eureka Springs on April 11, 12 and 13, 1988 where Robert Dortch, president of the Eureka Springs & North Arkansas Railway Co. will attempt to recondition the engine. Dortch estimated the cost at \$75,000 to \$100,000. Dortch bought the train from Benton for \$25,000. It had to be moved because exposed asbestos was discovered around its boiler late in 1986. The engine and its tender had been fenced off from the public since that time. The Eureka Springs firm has offered free train rides to any Benton resident for the next 10 years. (BENTON COURIER)

THERE WAS A YOUNG LADY
FROM BRIGHT,
WHO TRAVELLED FASTER
THAN LIGHT.
SHE DEPARTED ONE DAY,
IN A RELATIVE WAY,
AND RETURNED THE PREVIOUS NIGHT.

GENERAL RAIL NEWS

FRISCO 1522 PUBLIC EXCURSION TO BE HELD - (St Louis) - The St. Louis Chapter of the NRHS and the St. Louis Steam Train Association will sponsor a 300-mile round trip behind Frisco steam engine 1522 on Saturday, May 28, 1988. The trip will run between St. Louis' Union Station and Moberly, Missouri, leaving St. Louis at 9:00 AM CDT, arriving Moberly 2:30 PM then returning to St. Louis by 9:00 PM. Runbys are planned. Cost is \$65 for anyone having a seat. Air-conditioned coaches or open-window coaches will be available. The trip will be operated by the Norfolk Southern Railroad.

For information or to order your tickets via charge card, call (314)-965-2120 between 7 and 9:30 PM weekdays.

Frisco 1522 was built in 1926 for the Frisco and has been sitting at the St. Louis County Museum of Transport for years. It was restored to operating condition by volunteers beginning in 1985.

HELP RESTORE A VINTAGE ROCK ISLAND DIESEL - Rock Island No. 630, an EMD E-6, was built in 1942 and has been called the "Grand Dame of Dieseldom". She is the sole remaining example of the pre-World War II Rock Island passenger fleet. Now, the engine is being restored to running order by a group in Missouri. If you'd like to help, send your tax-deductible donations to: 630 FOUNDATION, P. O. Box 224, Grandview, Missouri 64030.

ORPHAN TRAIN SOCIETY NEEDS HELP - This society needs help on the Orphan trains that ran from 1854 to 1929 between New York and the rest of the country. Send letters or membership requests to the Orphan Train Heritage Society of America, Rt. 4, Box 565, Springdale, Arkansas 72764.

SOUTHERN PACIFIC'S 1987 AT A GLANCE - Net income of Southern Pacific for 1987 was \$143 million, compared with a loss of \$253 million in 1986 which included costs of restructuring. Revenues for the year were \$2.4 billion, an increase of \$33 million over 1986. Rail carloads increased 3% and revenue ton-miles increased 8%. Total operating expenses decreased \$55 million in 1987. Income from operations was \$91 million, a significant increase over the \$3 million for 1986. Other income was \$150 million. SP did quite well last year.

BN'S CONCRETE TIE EXCITEMENT - How many ties are on the Burlington Northern? Read on. BN is in the midst of a five-year, 3.5 million tie commitment to annually install 700,000 concrete ties on sharp curves and heavy traffic areas. That equates to 2 to 3 percent of their ties nationwide (or about 140,000,000 ties!) They will have installed concrete ties using one machine between Potts Camp and Holly Springs, Mississippi; Ravenden, Arkansas and Cedar Gap, Missouri; and Vinita

and Wetumka, Oklahoma before scheduled completion of 95,700 ties in June.

According to BN SPRINGFIELD REGION NEWS, April 1988 edition, the average life of a timber tie is 20 to 25 years, as compared to 50 years for a concrete tie. The ties will also add to rail life because of a stiffer track and will also contribute to fuel savings. Comparisons between timber and concrete ties include: There are 3,250 timber ties per mile of track, compared with 2,640 concrete ties; timber ties measure 8 feet, 6 inches while concrete ties measure 8 feet, 3 inches; the cost of concrete tie installation is \$65 versus \$37 for timber. Concrete ties weigh 630 pounds each and contain 28 strands of pre-tension wire.

The tie inserting machine (P811S) has the capability of installing 12 ties per minute, which translates to 600 to 700 per hour, or about 2,000 per day.

DOMES SOLD BACK TO UNION PACIFIC! - In an unusual turnabout, the Old Kenner Railway Association's ex-UPRR dome 9005 has been sold...back to the Union Pacific. OKRA was pleased to send 9005 "home". (O K LINES)

SANTA FE FACTS - Santa Fe's Chicago-Los Angeles route is one of the nation's most efficient freight runs. The scheduled time it takes a Santa Fe freight to travel between the two cities (2,222 miles) is 48 hours, and the average speed is just over 46 MPH, the fastest in the industry for such a long route. "Nobody goes faster with freight trains," said Santa Fe's President Robert Krebs. Santa Fe has more double track and long sidings than other railroads. (LOS ANGELES TIMES)

DALLAS RAPID TRANSIT BUYS SP LINE - (Dallas) - The Dallas Area Rapid Transit Board of Directors on April 4, 1988 approved the purchase of 34 miles of railroad right-of-way from Southern Pacific. The \$58 million sale will provide more than a fifth of the right-of-way for the planned DART rail transit system. The sale includes SP's main line from Plano to Dallas, the short and parallel Soumethun Branch, and what remains at the Dallas end of the Athens branch. The agreement calls for leasing trackage rights back to SP until DART needs the line for construction. This sale will not affect SP's people who are operating or maintaining these lines.

DART plans to award its first construction contract later this year and begin revenue service in late 1994. (SP UPDATE, April 5, 1988)

CABOOSES FOR HAZARDOUS-MATERIALS TRAINS? - There is legislation pending in the Congress - HR 2559 - to require cabooses on all U.S. freight trains more than 2,000 feet long and containing hazardous materials. Unions generally want cabooses, citing safety and employment. (LABOR, March 16)

EMPLOYMENT ON SP as of February 1988 is down to 24,594, compared with 26,602 last year, a change of -7.5%. (SP UPDATE)

SP WINS THE HARRIMAN AGAIN!! - The E.H. Harriman Award is an annual award for employee safety, and the Southern Pacific won it again in 1987, the second year in a row. The award is based on the lowest casualty rate per 200,000 employee hours worked. Bill Lacy, Vice-President of Operations, said of SP employees: "In our opinion, you are world class as railroad people."

The award, considered the most prestigious in the railroad industry, reconfirms SP's commitment to safety. SP also won the award in 1914, 1971 and in 1986. (SP UPDATE, April 19)

PRO-AMTRAK ARTICLE - In stark contrast to NEWSWEEK's anti-Amtrak stance, TIME Magazine, in its April 4, 1988 edition, had a very complimentary article on Amtrak entitled "America Gets Back on Track". Its worth reading.

NEW COAL ROUTE ON BN - There is a continuing movement of coal from American Central Energy Co. at Oswego, Kansas to Arkansas Eastman in Magness, Arkansas, which was rerouted BN-Aurora-Union Pacific. Last year BN handled 33,208 tons, which generated \$182,085 in BN revenue. Routing was changed in March to give maximum haul via Hoxie-Union Pacific. The new route will increase BN's revenue by 93.4 percent. (BN Springfield REGION NEWS, April 1988)

RAILS AND RECREATION DON'T MIX - In recent months there have been major TV shows, newspaper articles, etc featuring articles portraying freight trains and railroad tracks as playgrounds and places of fun. The fact is that such representations lead the public to believe that a railroad right-of-way is a harmless environment where one may enjoy leisure activities. Nothing is farther from the truth. In 1986, 519 trespassers were killed on railroad property. It is irresponsible to suggest that railroad property is a safe place for anything except the operation of trains. Another factor: trespassing on railroad property is illegal. So, the next time you see such portrayals, write to the newspaper, TV station and tell them that they are promoting dangerous and illegal activities. (ASSOCIATION OF AMERICAN RAILROADS)

BN BENEFITS FROM KCS TIP - (Houston) - Thanks to a tip from the Kansas City Southern, Burlington Northern was able to furnish the equipment necessary to handle 52 carloads of import coiled steel from Houston to Lone Star Steel in Lone Star, Texas, with BN-Dallas-Louisiana & Arkansas routing. The business became available when the Union Pacific was unable to supply the necessary gondola equipment at Houston. (BN REGION NEWS)

OLD ROCK ISLAND DEPOT RAZED IN KANSAS - (Herington, Kansas) - The Kansas Attorney General's office says it is investigating the circumstances surrounding the razing of the vacant Cotton Belt depot in Herington, Kansas. Attorney General Robert Stephan, in a letter to SP dated April 8, 1988, said: "From the facts gathered to date, it would appear that the Cotton Belt not only violated local ordinances concerning demolition of structures, but knowingly and with malice circumvented the Kansas Historical Act..."

A Cotton Belt contractor razed (a polite word for tearing down) the former Rock Island depot early in the morning of March 23. For more than a year prior to the demolition, Cotton Belt officials had met with the city in an effort to save the 101-year old depot, which had become structurally unsound through years of decay. The demolition was delayed several times while a city committee formulated plans to restore the depot. In January the SSW asked the city for a specific proposal but never received a reply. (SP UPDATE) (Editor's note...I always hate to see anything torn down, especially 101-year old depots that could be renovated, ala Mena, Arkansas's KCS depot. However, all the blame can't be put on the railroads for this occurring. It appears that in this case, the city of Herington had ample time to come up with a proposal to save the station, but drag their feet too long.)

NEWS updated through April 27. Projected mailing date May 2, since the May meeting was put off a week because of mother's day. Deadline for the June issue is May 15.

The Arkansas Railroad Club is a non-profit organization that meets once a month usually on the second Sunday of the month (but the third Sunday this May). See the "PROGRAM" notice elsewhere. We are a chapter of the National Railway Historical Society.

The **ARKANSAS RAILROADER** is the monthly publication of the Club and is mailed to be received in time for the monthly meetings. You must join the Arkansas Railroad Club to receive this newsletter. Dues are \$10 a year for Arkansas residents and \$7.50 a year for out-of-state (we currently have members in 28 states plus one in Canada and Australia). (See coupon on back page)

Send everything having to do with the RAILROADER to the address below except your dues, which are sent to the address on the membership application:

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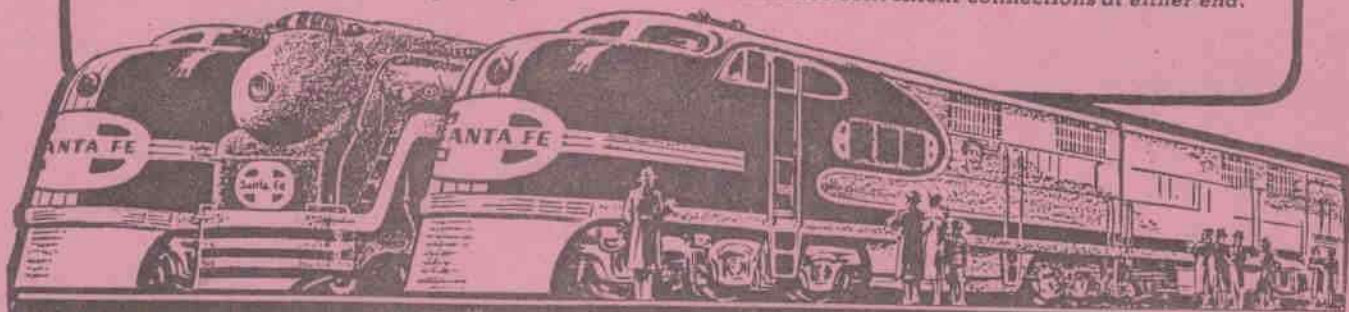
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