



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 13 - NUMBER 11

NOVEMBER - 1982



A cool breeze is blowing downstream. A distant two blows on the syncopated music of the air horns tells us that Amtrak #22, the Northbound "Inter-American" is leaving the platform at Union Station, just around the curve on the Southern shore. The low muffled roar of the river and an early morning smell fills the air. A rumble erupts at the South end of the Baring Cross Bridge...Blam-Blam.....Blam-Blam... Six wheels on each truck of the E-units hit the lift span. Two more blasts of the horn echo up the river valley after the running brake test and acceleration begins. By the North end of the bridge the pair of E's have lifted the Seven cars to the maximum 30 miles-per-hours thru the yards, and the Inter-American is off to St. Louis. Photo By John M. Martin...

AMTRAK NEWS



Domes to Be Rebuilt -- Amtrak President Graham Claytor Jr has announced that Seven retired Amtrak Dome Cars will be rebuilt for service in the Western United States. The seven cars are to be rebuilt at Amtrak's Beech Grove, Ind. Facility. We have heard rumors for years that Amtrak's Empire Builder is to return to "Heritage Fleet" equipment, with which these cars would be appropriate.

STARRING...Amtrak -- Opening this December, three major Motion Pictures will feature segments including Amtrak Passenger Trains. The movies: "Verdict" Starring Paul Newman, "Tootsie" starring Dustin Hoffman, and "Best Friend" starring Goldie Hawn and Burt Reynolds will include passenger train scenes.

AMTRAK'S Southern Crescent Derails -- Amtrak Train No. 19, the Southern Crescent, struck a truck at Stewart, Ala. (89 mi. South of Birmingham) derailing all of it's consist. Ten passengers and six on board service employees were injured. The consist of the Derailed train included: Amtrak 328, 256 locomotives and Cars: 1223, 1622, 4634, 4707, 4628, 4731, 4625, 3119, 8506, 2431, 2923. The hospital train left Stewart enroute to Birmingham via Southern Ry, then Birmingham to Crawfordsville via Family Lines, then Crawfordsville (Ames) to Beech Grove, Ind Shops via Conrail.

AMTRAK MOTIVE POWER NOTES -- The following lists Amtrak's Stored and Shopped locos as of October 15, 1982. In the Beech Grove Backshop: #280, 281, 155. In the New Haven, Ct Backshop: #210 (Overhaul)

Amtrak SDP-40F's remain as follows: Stored at Hialeah, Fl. #611, 631, 634, 636 Nos 639 & 649 prepared for Work train service on the Baltimore Division.

Amtrak's Stored Northeast Corridor Units: 953, 955, 961, 962, 968 at N.Y.'s Sunnyside Yard. Unit 975 is at Pueblo, Colo. D.O.T. Test Track.

Amtrak Locomotives Equipped with ATS System for use on Santa Fe: 214, 220-224, 230-235, 237-239, 250-254, 288-293.

Amtrak P30CH Locomotives: Active Units: 701-705, 709, 711, 714, 719. Stored are #700, 706, 707, 708, 710, 712, 716, 717, 718, 720, 721, 722, 723, 724.

Amtrak E Units: Remaining are operable only as follows: #499 for Head End Power and Traction, Nos 497 & 495 for traction only.

Amtrak will move SDP40F locomotive 631, Dead in Train #59 from Chicago to New Orleans to be put in storage upon the completion of the Chicago Union Station and Michigan track rehabilitation programs, which will conclude on December 1, 1982. Units 611 and 631 will be "Stored Serviceable" until the 1983 Michigan track Work Program begins next year.

Private Car Moves Thru Little Rock -- The month of October 1982, was an especially busy one in the private car department.

October 4 -- MoPac Cars #1 & #2 on Train #21 enroute St Louis to Ft Worth (Live with Mr. Flannery)

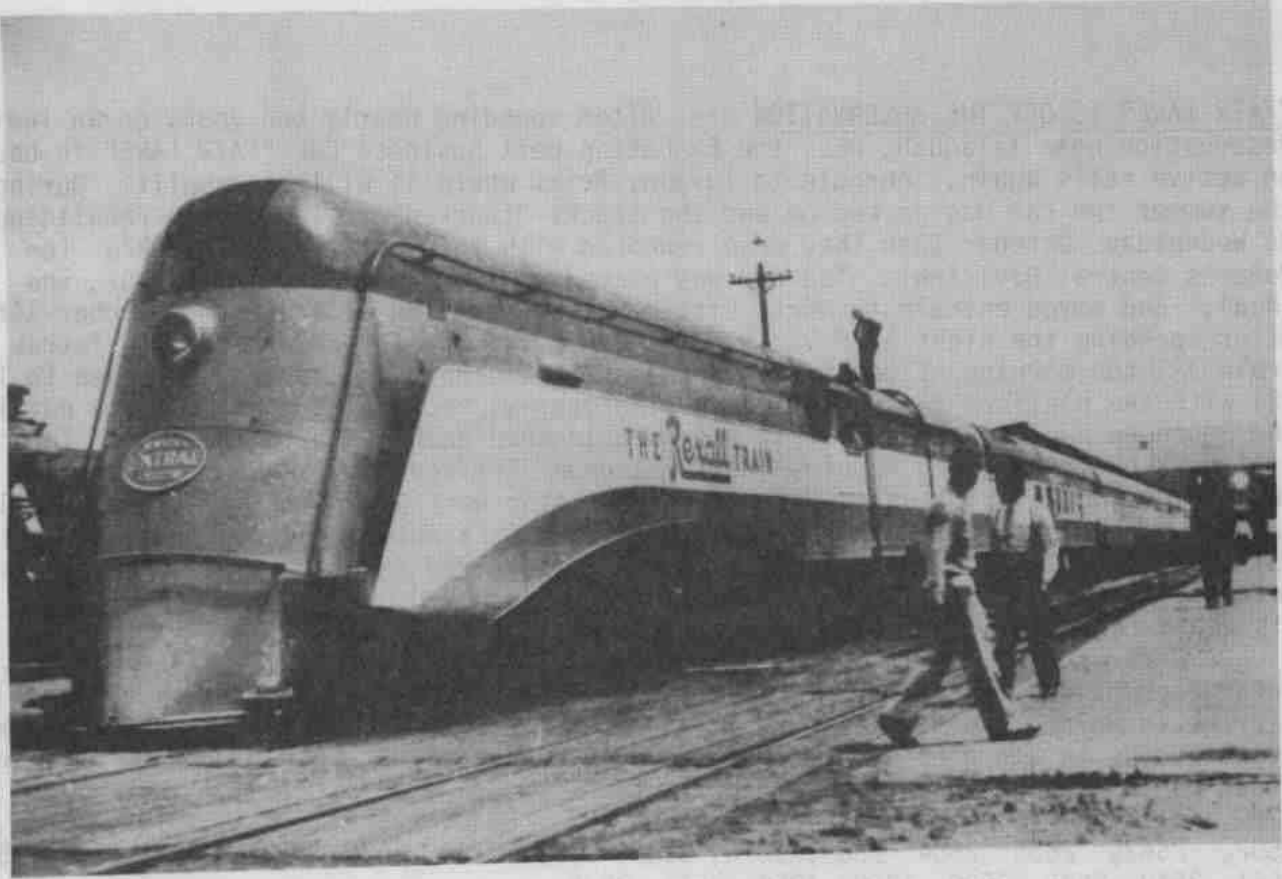
October 8 -- Pvt. Car "Susan Marie" on Train #21 Chicago to Ft Worth. (Live with owner Carl Michaelson).

October 10 -- Pvt. Car "Susan Marie" on Train #22 Ft Worth to Chicago. (Live with owner Carl Michaelson).

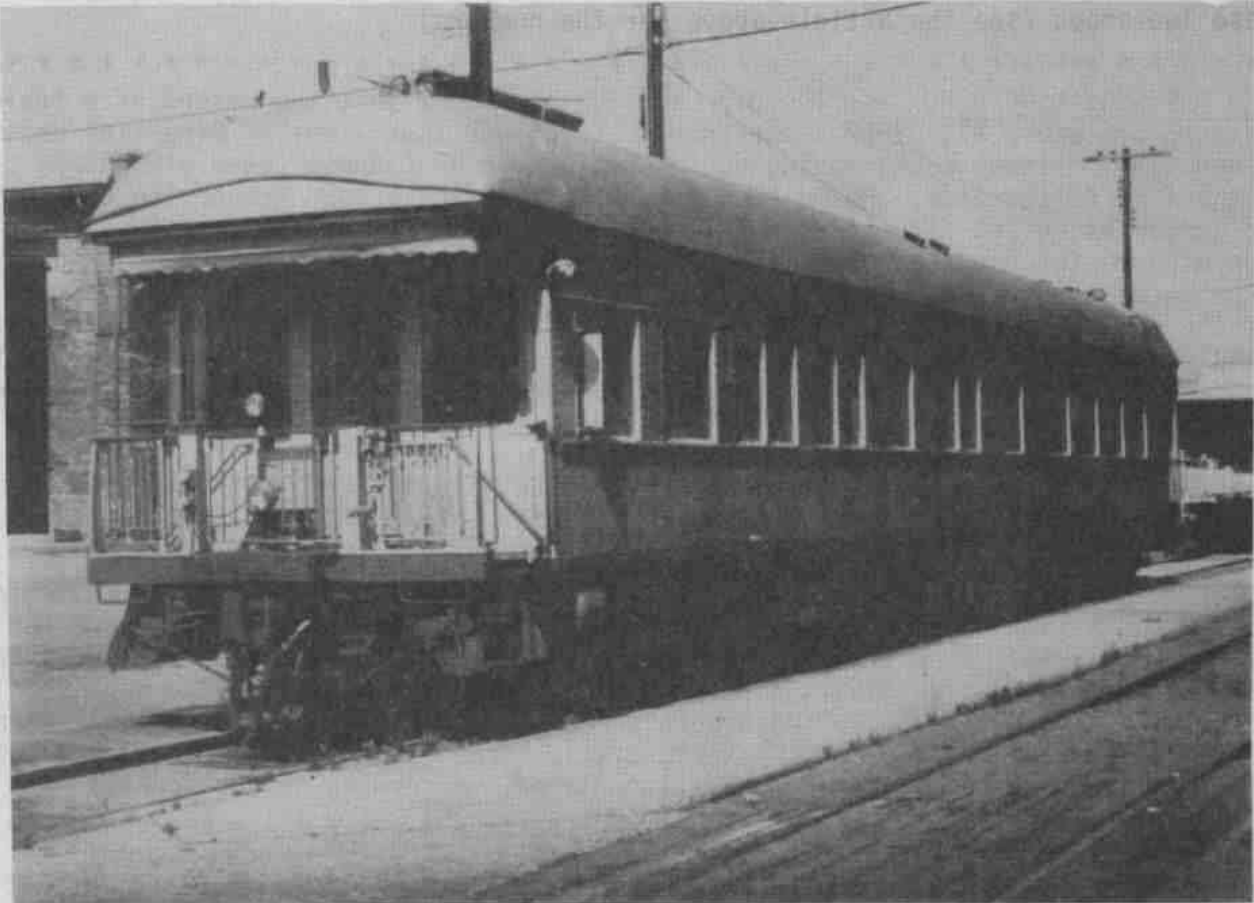
October 15 -- Pvt. Car "Fair Lane" on Train #21 Little Rock to Tuscon, Az. (Deadhead)

October 18 -- Pvt. Cars "Ex Amtrak 2256, 2264, 2268" on Train #21 enroute from Syracuse, N.Y. via Chicago to Austin, Tx. All 11-BR Ex Un.Pac. Sleepers.)(Deadhead).

UNUSUAL DETOUR MOVE -- At 8:45 a.m., October 11th, Southern Pacific Train "EPSAY" (El Paso to San Antonio Yard) derailed 18 cars at Pumpville, Texas on single main track. First estimates for open track were 24 hours later, so with Amtrak Train #2 on line a decision was made to cut off the Eagle Connection Cars (Sleeper, Lounge & Coach), attach a locomotive and detour over the Missouri Pacific from Sierra Blanca to Ft. Worth, the route of the Old MoPac Eagle to El Paso. This Shortcut should allow the detour, named "22's Stub" to reach Ft. Worth many hours ahead of regular #22 which would originate at San Antonio. An Amtrak P30CH locomotive used and enroute it failed so a freight unit was added. Even with the road failure, the connection made Ft.Worth many hours ahead of the regular section, and the trains were switched and combined at Ft. Worth.



The REXALL TRAIN -- whose consist appeared in last month's "Arkansas Railroader", stops at MoPac's Little Rock Union Station on it's Nation-wide tour. A correction on Page 12 of last issue was the naming of the 4-8-2 locomotive at "Hudson". This locomotive was a 4-8-2 type but called a Mohawk" in New York Central terminology, although the rest of the country knew this type as a Mountain. Photo from the Collection of John M. Martin



THE FAIR LANE, shown here at Pine Bluff in 1968, has returned to the rails again. See the related article in this issue. Photo By John M. Martin

The ARKANSAS RAILROAD CLUB is a Non-Profit Organization. Our regular meeting will be held the Second Sunday of each month at Union Station in Little Rock, Ark. at 2:00 p.m.. The ARKANSAS RAILROADER is published Monthly by the Arkansas Railroad Club.

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 John M. Martin - Asst. Editor (501) 758- 1340

"FAIR LANE" IS OFF THE RESERVATION -- After spending nearly ten years on an Indian Reservation near Talaquah, OK., the Ex-Cotton Belt Business Car "FAIR LANE" is back on active rails again, enroute to Tuscon, Ariz. where it will be rebuilt. During the summer the car was jacked up and the trucks "trucked" to Tuscon for rebuilding. On Wednesday, October 13th they were reunited with the car at Wagoner, Okla. (on MoPac's Central Division). The car was picked up there by MoPac Train #107, the local, and moved enroute to North Little Rock, arriving at 4:25 p.m. October 14th. After Spending the night at MoPac's Private Car track, It was attached to Amtrak Train #21 the morning of October 15th bound for Tuscon. The car was attached to Train #21 with the platform facing the train (improperly) because of problems with getting the Southern Pacific to turn it at San Antonio when combined with Train #1. The car will be rebuilt by Peter Robbins' Rail Passenger Service Inc. After mechanical rebuilding the car will go to Detroit for cosmetic work and painting. The car will be used in excursion service based at Detroit. As a note, The "Fair Lane" was built by the Pullman Company for Henry Ford. It served as his private car for his Detroit, Toledo and Ironton Railroad, and was purchased by the Cotton Belt after his death for use as one of their private cars.

MoPac Locomotives In Storage - As of October 15, 1982 some 48 locomotives were in storage in MoPac's North Little Rock Yards. A breakdown of the units are: At Pike Avenue Shops in Storage: 6005, 3069, 3216, 3057, 11-1 1154, 3292. At a spur track behind the Phase Two Shops: 3011, 3207, 3064, 3275, 1274, 1267, 1260, 1257, 1172, 1273, 1271, 2515, 2532, 2537, 2548, 2508, 2524, 3106, 3262, 2502, 2563, 2555, 2504, 2509, 3276, 3145, 3151, 3174, 2520, 2547, 3007, 3110, 2536, 2561, 2549, 2535, 2538, 1259, 1262, 2517, 2515.

An Evolution in the Hump Yards -- Almost going unnoticed was the transition from the 2nd Generation SW1200's shoving cars over MoPac's North Little Rock Hump, to the total use of the new MP-15 Locomotives. The SW1200's were used in sets of two or three while the MP-15's are used singly with a slug or two units spliced by a slug. The Sw1200 units, being older, required more maintenance, and are mainly used now in single switching service or are in storage. A great number of these units are stored behind the Phase Two shops (see the article above for the numbers).

CAMP ROBINSON LINE USED -- The Old Camp Robinson Line felt the weight of a train again on September 27, 1982. The Locust Street Job took a cut of Nine flat cars loaded with Military Earth moving equipment, and a UP Caboose (used at a guard car) up the line to the camp. Rumor says it was to cut fire breaks around the camp with the danger of Forest fires in the fall. It was the first move this entire year according to informed sources. It took five hours to complete the round trip through the weeds. Going was at a crawl, with the train having to stop and cut off the engine several times to run across road crossings that had been covered with asphalt to create new flangeways for the train to cross, the worst was at Remount Road in North Little Rock and took several passes with the locomotive to re-create the crossing.

TRAFFIC -- Freight Traffic has been encouraging with the end of the Strike, backed up business has many trains running. North Little Rock has seen a good increase in traffic.

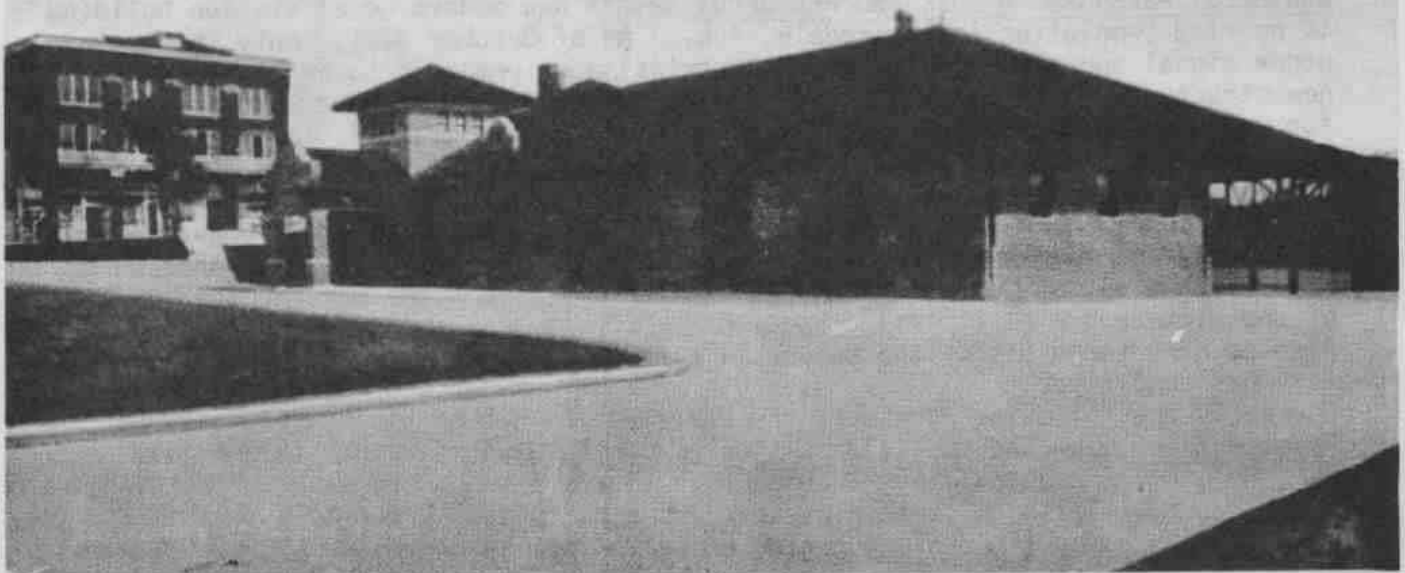
OPERATIONAL NOTES: After the Brotherhood of Locomotive & Enginemen's strike, which halted the Nation's Railroads, Missouri Pacific has shut down operations on the newly opened Wynne Subdivision from Paragould to McGehee. As of October, only Local Service operated from Paragould. The trains are being currently routed the old way, via Poplar Bluff and Little Rock. Also with the end of the strike came the abolishment of five regular switch engine jobs at North Little Rock. Extra Jobs are called to work only when needed. Both moves are economically related, according to our sources.

FROM A MISSOURI PACIFIC LINES Passenger Traffic Department Circular No. 1961 - 25
To All Ticket Agents and Representatives: APRIL 4, 1961

The Grill Coach service on Trains 21 and 22 between San Antonio and Laredo has been discontinued. Southbound Passengers on the Texas Eagle using Train 21 beyond San Antonio may secure luncheon in the Texas Eagle Diner prior to arrival at San Antonio. Passengers originating at San Antonio should be informed there are no dining facilities in order that they may secure luncheon prior to boarding the train. Northbound Passengers on Train #22 can secure box lunches for \$1.00 at Dilley. Conductors will contact passengers enroute Mondays thru Fridays, inclusive, and wire our agent at Dilley number of box lunches required. On Saturdays and Sundays order will be taken from passengers before departure from Laredo. The Texas Cafe will prepare the order, meet train, deliver and collect from box lunches at Dilley. Please bring this to the attention of all concerned.

E. E. Spencer - Passenger Traffic Mgr.

STLSW (COTTON BELT ROUTE) PASSENGER DEPOT
NORTH LITTLE ROCK, ARK.



The handsome brick passenger station shown in the above photo was used by Cotton Belt passenger trains originating and terminating at North Little Rock for many years. I do not know the date the station was erected but the writer remembers the station from the time of passenger service until it was destroyed by a fire in the early sixties. To the south of the station can be seen an outline of the old Main Street Freeway bridge which connected Little Rock and North Little Rock. A street car line ran across the bridge and the cars stopped almost right at the station steps which are shown in the photo. The arch way was over the entrance to the white waiting room and the entrance to the colored waiting room as just to the west of the white entrance. The ticket agent's office and ticket counter was between the white and colored waiting rooms. At this time the Jim Crow law was still in effect in the south. As a junior high teenager I rode many passenger trains in and out of the station. At this time the Cotton Belt had four daily passenger trains at North Little Rock; two inbound and two outbound. Inbound trains headed into the station; outbound trains backed in from the yard down Arkansas Avenue. Trains had some street running from the station to the yard and many North Little Rock streets were intersected. In 1927 the year of the great Arkansas River flood, flood waters were up to the roof of the south side of the station. During this year Cotton Belt passenger service ended forever in North Little Rock. Passenger service and rates were not, however, removed from passenger tariffs as passengers could still board a local freight which departed from the North Little Rock yard about 8:00 AM daily. This train carried one of the famous Cotton Belt drover's cabooses and many passengers were carried in this caboose. The station never saw a gas-electric motor train for the reason that head end and passenger loads were always too great for a gas-electric. I often wonder whatever happened to the large piece of brick shown in the photo at the top of the arch way. I remember the letters St. L. S. W. Ry. were embedded or carved into the brick. What a collector's item this would make.



Contributed by Bill Merck

Results of the club's "Show and Sale" held at the North Little Rock Holiday Inn October 23 in connection with the MOPAC Historical Society's convention:

GROSS, TOTAL	\$214.45 (including \$62 Saunders photo sale)
EXPENSES	
Firing mugs, related stock	23.50
Room rent	42.00
1/2 photo sales to J. Saunders	<u>36.00</u>
TOTAL NET PROFIT	\$112.95

NORTHWEST ARKANSAS TO LOSE ANOTHER DEPOT -- A new modern metal station building is nearing completion in Springdale, Ark.. As of October 31st, only the train order signal and a bit of interior electrical work remained to be completed on the new structure, replacing the large brick station that has stood on those grounds for years. The new structure is just south of the old station, towards Main St.. The demolition work on the old structure could start within the next two weeks, and the station will probably be gone by year's end. We have also heard rumors that the new structure will consolidate with Fayetteville. Several years ago the Springdale and Rogers and Bentonville stations were tripilized. The addition of Fayetteville duties to the Springdale station could lead the way for the demolition of the picturesque Fayetteville Station. Also as of October 31st, the Bentonville station was still standing, although in very bad condition.

Currently the following jobs work the Northwest Corner of the State:

Fayetteville: The Fayetteville Switcher, Job 101G works Monday thru Friday in the Fayetteville - Johnson Area (works Tyson Foods plant at Johnson). This job goes to work at 900 a.m.. Usual power is a GP-15-1 and you may find this job tied up behind the Fayetteville Depot. It works Saturdays only when needed with a rest day on Sunday.

Springdale: Train #91831 originates and terminates at the Springdale depot. This is a turnaround local that is called for 900 p.m. Sunday thru Friday and runs from Springdale to Monette, to connect with the main line. Usual consist is a GP-15-1 and a GP-40/2 or a GP-35.

Rogers: Traveling switch engine originates in downtown Rogers near the Frisco caboose. Goes to Bentonville to switch Wal-Mart and does other switching as far south a Lowell.

Train #91831 replaced Train #91930 which used to tie up at Fayetteville and ran Monday thru Saturday, 6 days a week.

Ft Smith Yard: Works three switch jobs and one Hostler as follows:

Job 101G - Call time 759am Tues. Thru Saturday. Works all switching zones and BN Springfield Region 6th Subdivision. Normal duties: Busts up inbound thru train, delivers and pulls Van Buren Area, Delivers and pulls Ft Smith Mop Transfer, Makes up Outbound train.

Job 201G - Call time 359 p.m. Monday thru Friday. Works all zones and 6th Subdivision. Normal Duties: Pulls Rip track & spot Piggyback ramp. Finishes outbound train. Works industries South of KCS, delivers and pulls KCS interchange.

Job 301G - Call time 1159 p.m. Sunday thru Thursday. Works all zones and 6th Sub., Normal Duties: Works industries to Flanders and Hill area. Delivers and pulls Ft. Smith MoP and KCS interchanges. Spots Rip track and switches inbound cuts.

Hostler - Works 400 p.m. to 1000 p.m. Wednesday thru Friday, 1000 a.m. to 600 p.m. Saturday and Sunday.

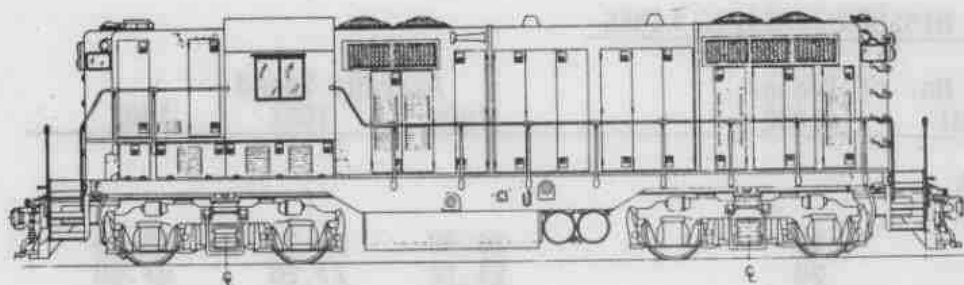
Info gathered by John Martin

PROGRAM

The NOVEMBER PROGRAM will be given by Gene Hull and yours truly, Ken Ziegenbein. It will be on the Colorado Durango and Silverton Narrow Gauge and possibly other narrow gauge shots. Part of the program will be slides and part sound movies of the "Silverton" in action last winter. DATE - Sunday, November 14, 2pm at the Train Station, Markham & Victory Streets, Little Rock. Always lots of railroad fun!!!

NEXT MONTH the regular program won't be held in lieu of our annual CHRISTMAS PARTY. This year, like last year, the party will be held at the North Hills Country Club on JFK in North Little Rock. DATE - Thursday, December 9, early evening. The cost will be \$8.33 each (which includes tax and tips). Thanks to former club president, Bill Alessi for arranging this party.

NEXT MONTH in the ARKANSAS RAILROADER: a story on the wreck of the "Hot Springs Special" by Gene Hull (with Pictures!); also a good picture of a Cotton Belt Passenger Car from Bill Merck together with it's storyline. STAY TUNED!



GENERAL NEWS

HOGTRAIN SPECIAL TO THE UNIVERSITY OF TEXAS GAME -- A special Train will operate from Little Rock to Austin, Texas leaving Little Rock December 3rd and returning to Little Rock December 5, 1982, for 540 University of Arkansas Razorback Football Fans to attend the UofA vs. Texas Game. The schedule will be:

Lv 7:00 p.m.	Little Rock	Ar 9:50 a.m.
Lv 8:00 p.m.	Malvern	Ar 8:40 a.m.
Ar 9:45 p.m.	Texarkana	Lv 6:55 a.m.
Lv 10:00 p.m.	Texarkana	Ar 6:40 a.m.
Ar 4:30 a.m.	Ft. Worth	Lv 1:15 a.m.
Lv 4:45 a.m.	Ft. Worth	Ar 1:00 a.m.
Lv 5:45 a.m.	Cleburne	Lv 12:15 a.m.
Ar 7:45 a.m.	Temple	Lv 10:15 p.m.
Lv 7:50 a.m.	Temple	Ar 10:10 p.m.
Ar 9:30 a.m.	Austin, Tx	Lv 8:00 p.m.

The only scheduled passenger stops in both directions are Malvern and Texarkana. Operational stops will be made at Ft. Worth, Cleburne, and Temple in both directions. The train will consist of Superliner Equipment.

The deadhead equipment will move from Chicago to Little Rock and Return on regular trains #21 of 12/2/82 and #22 of 12/5/82 on the Headend. Missouri Pacific will store the equipment until the departures of these trains.

Fares -- \$185.00 roundtrip Coach and a ticket to the ball game included.

RESERVATIONS - and further information may be made by calling HOGTRAIN Inc. at

(501) 565 - 4056 in Little Rock

THE RAILROAD OF ARKANSAS BOOTH -- The Combined Efforts of the Missouri Pacific, Cotton Belt, Burlington Northern and Amtrak produced a Booth at the Arkansas State Fair this year. The booth featuring the "Operation Lifesaver" theme consisted of a Display Model Layout, built by the Arkansas Valley Model Railroad Club, and television programs to inform the public of the dangers of a Railroad crossing. Bumper stickers, pamphlets, coloring books, and Operation Lifesaver Hats were given away, and drawings were held once a day for an electrified Caboose Lamp, which were given away each day. The model layout featured locomotives of the Missouri Pacific, Cotton Belt and Burlington Northern and included operating flashing warning lights. The response was apparently so good that plans are being made to repeat the booth next year at the Fair.

TRAINS COLLIDE AT POSSUM GRAPE -- Missouri Pacific Lines' 'Southbound 'UMS' Train (Union Pacific(Kansas City)-Memphis-Southern Ry) apparently ran a red block about 4:15 a.m. the morning of October 3rd, 1982, and ran into the rear of it's Northbound counterpart, the 'SMU' Train (Southern Ry-Memphis-UP-Kansas City) at Glaze Junction (in Railroad terminology) or Possum Grape, Ar as the media put it, about 12 miles South of Newport, killing the engineer and one brakeman. The Northbound 'SMU' train was lined for the siding and was in the process of clearing when the Southbound train ran into it's rear end which still occupied the main track. Engineer Sam Mahan and Brakeman Jerry Duncan both lost their lives in the wreck and Roger Fletcher, the conductor of the SMU train was injured. The collision involved UP C30-7 #2948 which was the lead unit and was totally destroyed in the accident and insuing fire, UP SD-40/2 #3282 was heavily damaged and MoPac #3222, another SD-40/2 was damaged. Unfortunately, alcohol was involved in the accident. The Main track was reopened about 7:00 p.m. Sunday night avoiding the detour of Amtrak's Eagle service.

John M. Martin

A NEW STATION-YARD OFFICE FOR VAN BUREN, ARK. -- Missouri Pacific Lines has announced that a new station-yard office will be constructed at Van Buren, Ark. in addition to other projects in North Little Rock. A new Heavy Locomotive Repair Facility is currently being constructed in the Pike Avenue Area that will replace the aging Pike Avenue Shops.

AVERAGE NUMBER OF TRAINS - MISSOURI PACIFIC LINES

Period	Average No. of Trains			Average Speed		
	1980	1981	1982	1980	1981	1982
<u>Poplar Bluff to Little Rock</u>						
January	19	22	19	26.88	26.32	28.69
February	19	24	20	24.12	27.20	27.88
March	25	25	18	24.55	25.53	30.55
April	22	24	16	24.90	28.01	31.24
May	20	20	15	25.35	27.29	31.35
June	19	21	14	26.56	25.00	32.02
July	17	21	14	25.46	25.46	31.51
August	18	21	15	25.57	27.71	36.53
September	19	21	13	25.79	29.39	35.94
October	20	22		23.25	28.59	
November	23	21		23.74	29.25	
December	22	19		26.02	28.64	
<u>Little Rock to Memphis</u>						
January	9	9	6	21.78	21.78	22.86
February	9	10	7	20.82	20.47	22.72
March	9	10	7	19.55	20.42	24.58
April	9	10	7	19.07	22.97	23.98
May	10	9	6	20.88	22.01	22.34
June	10	9	6	19.34	20.91	23.94
July	9	9	6	20.76	22.31	23.37
August	9	10	6	20.62	24.54	24.50
September	9	9	5	22.69	23.22	25.17
October	8	9		20.62	22.86	
November	10	8		19.37	23.71	
December	9	7		19.39	23.52	
<u>No. Little Rock to Texarkana</u>						
January	18	20	13	23.74	24.33	25.98
February	19		17	23.70		26.64
March	23	23	18	21.82	23.97	28.46
April	21	20	17	20.42	26.45	29.08
May	20	18	15	22.96	25.98	27.09
June	20	19	14	20.77	25.30	25.84
July	18	18	14	21.53	25.17	27.81
August	20	19	15	22.50	26.12	31.74
September	20	20	13	24.41	24.62	28.97
October	20			22.88		
November	22	18		22.36	25.61	
December	20			24.54		

This report, when examined, provides us with some interesting information about the state of the Missouri Pacific Lines. Notice how the Freight Train Speeds have almost consistently increased over each division. Several things can be attributed to this, the modernization and upgrading of roadbeds and the increase in maximum freight train speeds, for designated trains, to 59 m.p.h.. Notice also how this year the economy has decreased the number of trains on each divisional corridor. Hopefully with the new year those numbers will pick back up.

For the Railfan this report is also useful, it shows that March and November are peak traffic months, which means more trains to watch. It is interesting to note how, as the seasons come and go, the traffic flows up and down. In the months to come we will run a series of articles on the identification of Missouri Pacific Freight Trains, to help you identify the symbols you hear on your scanners and to provide you with an idea of how large Missouri Pacific's North Little Rock, Arkansas facility is.

John M. Martin

FROM THE MARCH 1926 ROCK ISLAND MAGAZINE

Account Heavy Traffic, a Parlor Car is now operating on #48 from Hot Springs to Memphis.

From the Collection of John M. Martin

MORE ABOUT ROCK ISLAND (from the "Dispatcher" of the Central Oklahoma Railfan Club):

Bankrupt Rock Island is like Humpty-Dumpty: It's just hard to get all the pieces back together again. But the state of Oklahoma keeps trying.

The way things stand now, the state is optimistic the Rock Island's north-south main line might start operating again sometime this fall. But high hopes once held for the east-west "Sunbelt" route are all but dashed.

Oklahoma has signed a contract with the bankruptcy trustee to pay \$15 million for 351 miles of abandoned Rock Island track, but it has an "if" attached to it. The state could renege if the Katy Railroad and a railroad user group fails to buy another 276 miles in Kansas and Texas.

But Jerry Chambers, the state Transportation Department's rail planning coordinator, thinks the other buyers will work out their share of the \$55 million soon after the middle of September. The Katy wants to borrow \$15 million and the shippers group \$25 million from federal sources to finance their end of the deal. Verbal promises already have been made by the Federal Railroad Administration. Chambers says he sees no problem - if the applications are in and commitments made by the end of September.

If all goes through, the shippers group would own the tracks from Salina, Kan. to the Oklahoma border, and from the Texas border to Fort Worth. Oklahoma would own the north-south tracks from Oklahoma to Texas. The Katy would get a permanent easement from Fort Worth to Dallas.

Besides the north-south tracks, Oklahoma's \$15 million will buy the roadbed from El Reno to Oklahoma City and a branch line which goes west from Chickasha to Anadarka, then south to Lawton and back to reconnect with the main line at Waurika.

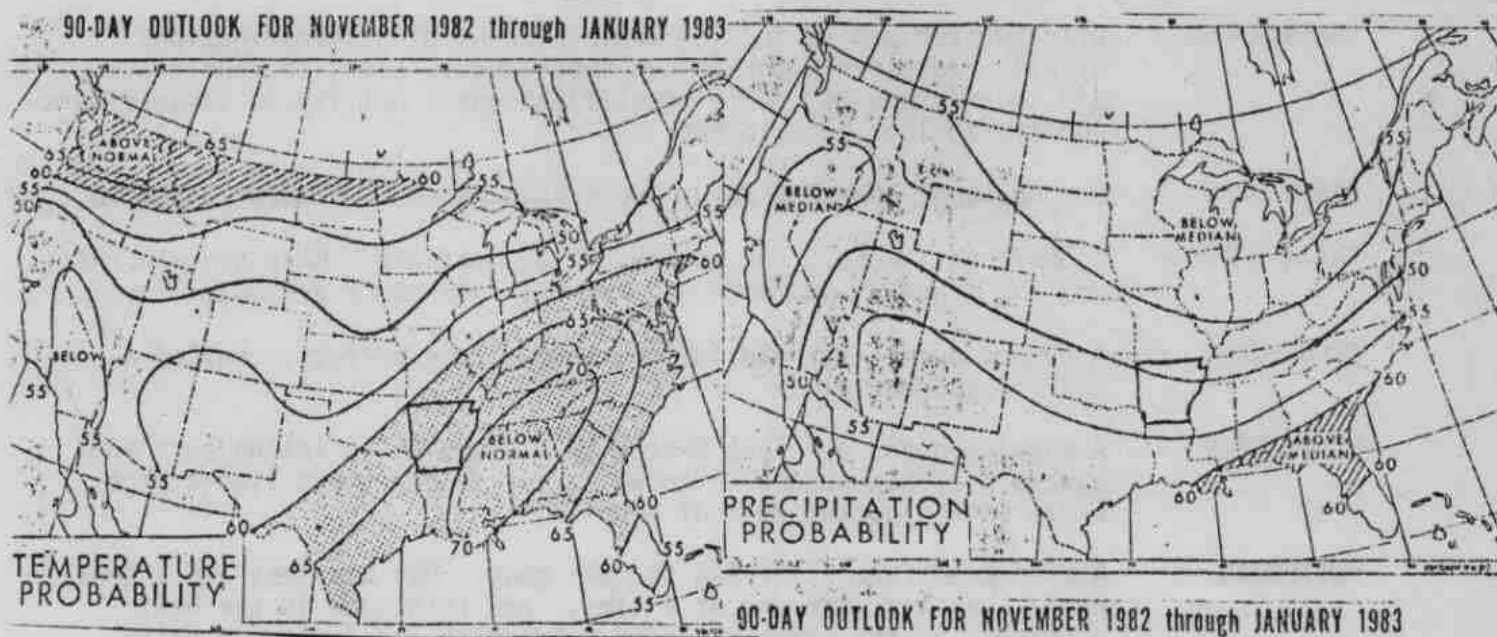
Chambers believes things look pretty bright for reopening the north-south line, which Katy would lease with an option to buy. But the east-west route is another matter.

Santa Fe officials say their one-time high hopes of operating a Sunbelt route from Amarillo to Memphis were dashed by failure of the Arkansas legislature to give support. The Santa Fe just isn't interested in operating in bits and pieces.

Chambers believes interest may be revived in Arkansas. He says two candidates for governor of Arkansas are endorsing the idea. If Arkansas is really interested, Santa Fe may make a new try.

As of now, here's how things look on the east-west line: west of Elk City, there's no service or interest. The state owns the tracks from Elk City to Hydro, with Farmrail, a short line operator offering service. No deal has been made between Hydro and El Reno, or for the branch line running north from Geary to Watonga, but the state has an informal price agreement with the trustee if no better offer is received.

The state's north-south contract includes tracks from El Reno to Oklahoma City. The Santa Fe and Katy are using the tracks to Shawnee under lease. Katy also is bidding for the segment from Shawnee to McAlester, where it joins the Katy north-south main line. East of McAlester, the tracks are rusting.



★ The above maps are official National Weather Service outlooks for the coming Winter. As you can see, Little Rock is forecast to be below normal in temperature (65% chance) and slightly above normal in precipitation (56% chance). On the average, the coldest time of the winter is the first part of January.

In May of 1975 this wire came over the Rock Island Telegraph. I think it says it all...

BASIC QUALIFICATIONS FOR RAILROAD JOBS

- CALLER** - An absolute friendless soul that takes delight in making calls too short to permit eating, and too long if you need sleep. Passes the buck and sheds crocodile tears for the rawhided crew. Weeps when timeslipped.
- ROUNDHOUSE FOREMAN** - A weary soul who gets that way from listening to and putting up with Engineers and Firemen. Promises everything and delivers nothing. Generally half nuts which helps him in his work. He is called the ringmaster among a number of other things.
- TELEGRAPH OPERATOR** - Always sleepy. Never knows the correct date. Is whipping boy for the Dispatcher, Agent, Road Crews and Officials. Wants to become a Dispatcher so he can chew out the Agents.
- HEAD BRAKEMAN** - A new man does all his thinking with his feet. A target for critics, can add two and two and will run for a switch if he has worked for less than a week. Becomes an expert railroader in one month.
- CONDUCTOR** - A grouch, void of soul with a big head and flat feet. Always giving the rear brakemen expert advise about Women, Running an engine or a farm and is an expert on everything except railroading.
- HOSTLER** - Always tired, feet cocked up on a table (if not asleep). Can stop an engine reasonably well. Will give advise.
- FIREMEN** - A mental midget with a pointed head. Has hero worship for the Engineer. Is usually found trying to date a beenerly queen or trying to figure out his time. When not asleep is generally found reading a comic book.
- ENGINEER** - A real success in life. Big fat head and ditto stomach. Authority on government finance and everything in general. Sometimes can spell his own name and read a little. Stalls for overtime and is always jealous of the Road Foreman of Engines.
- DISPATCHER** - A dot and dash expert wired for sound. Tonnage Hog and track expert. Sees and hears all - knows nothing. A poor guesser, his hobby is delaying trains. Was a goof off when an operator and now picks on Agents and Operators. Is real mean with new Operators.
- TRAINMASTER** - A typewriter genius fond of making and holding investigations. Greatly impressed with his own importance. Loves to make tests and scare students. Chief qualifications: Ability to smoke cigars and try to look intellegent.
- TRAIN CREW** - *One Hoghead, One Bullhead, Two Soreheads and a Student Brakeman.*
- TRAIN YARDS** - *A Bunch of tracks, run by a bunch of amatuers. When you are out, you can't get in and when you are in, you can't get out.*
- CARCHECKER** - A number dummy - a head full of them, none correct. Called a mud hop appropriately.
- YARDMASTER** - A misplaced and worn out Switchman. A genius at losing cars and always over his budget. Can write a little. Looks like a pipe organ with a pocket full of pencils.
- SWITCHMAN** - A misplaced Farmer trying to make good. Has big feet and a small head. Can lift one arm at a time, and thinks he is the best switchman on the whole railroad. Can read and sometimes write. A chronic grumbler.

This bit of wisdom was sent over the wire anonymously...

From the Collection of John Martin...