



# ARKANSAS RAILROADER



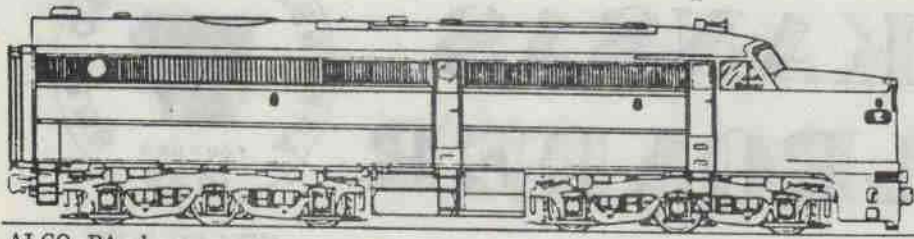
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 21 NUMBER 11

NOVEMBER 1990



HEADING FOR THE PERSIAN GULF - This Southern Pacific train was on its way from Fort Bliss to Beaumont, Texas with a load of army tanks, presumably on their way to Saudi Arabia, on August 23, 1990. The location was near Del Rio, Texas. (Jim Johnson photo)



ALCO PA-1

# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1990 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- |  |  |
|--|--|
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| <i>Board</i> - Clifton E. Hull<br>3507 E. Washington, #31<br>N Little Rock AR 72114          | <i>Board</i> - William Church<br>5619 Bel Caro Place<br>N Little Rock AR 72118                     |
| <i>Board</i> - Randy Tardy<br>226 Englewood Road<br>Little Rock AR 72207                     | <i>Board Tres</i> - Polly Hamilton<br>20 Dell<br>Hot Springs AR 71901                              |

## ☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, NOVEMBER 11 at 2:00 PM at the Twin City Bank on Main Street in North Little Rock. The program will be presented by GENE HULL, who's program will be the "Argentene Central" railroad at Silver Plume, Colorado. Refreshments will be served and the public is invited.

CHRISTMAS PARTY SET - The club's annual Christmas party will be held Saturday, December 15 at Wyatt's Cafeteria in JFK in North Little Rock, the same place it was held last year. A country/western band will again play. Costs will be announced.

ONE ADDRESS FOR CLUB - Remember that all mail, including dues, address changes, ticket purchases, etc., should now be sent to the following address:

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

The P.O. Box will be checked daily. To expedite matters, you may want to put ATTN:Editor, ATTN:Treasurer, ATTN:(name), etc.

(CLUB HAPPENINGS continued on Page 9)

## TOO MUCH SOLAR ENERGY

BY

William Church

(From: "Memories of My Love Affair With The Blue and Gold")

The possibility of using solar energy in railroad operations reminds me of an engine failure caused by such energy that tied up a mainline railroad and threatened the existence of a vital army supply line in wartime..

It occurred in the summer of 1943 when I was a sergeant in the 711th Railway Engineers Battalion and we were hauling lend-lease war material from the Port of Khorramshahr, Iran to the Caspian Sea over the Iranian State Railways. At that time, Ol Sol slipped in a "Sunday Punch", that changed the U. S. Army's style of railroading in Iran.

On a very warm May day, Sergeant Joe Childers was at the throttle of the 32-416, an Alco Mike, pulling No. 131 across this burning strip of Hell, his only desire to stay alive and to get his train into Ahwaz before the intolerable sun reached its zenith for the day. In his haste to race Apollo's golden chariot, Joe had decided to risk running the water tank at Hossenieh and going on to Hamid for water, where, after a quick drink for the iron horse, his next stop should be Ahwaz.

While he and his fireman were



TEHERAN MAIL AT AHVAZ. WW II

The Ahwaz-Khorramshahr line was an operation over a flat, sun-baked, barren uninhabited stretch of real estate, a place where travel in summer was almost sure death if you happened to be stranded there.

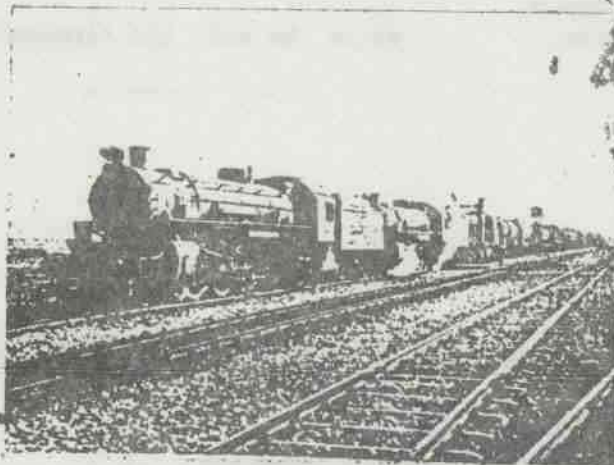
Overnight the Peresian spring had rushed into a scorching summer. The sun became a violent red ball of fire. Dark-complexioned GI's turned a shade darker with each passing day. The steel cabs of the Alco-Baldwin built Mikes felt like a good imitation of the blast furnaces at Gary, Indiana. Through this the sweating GI's of the 711 grimly worked their trains.

making the usual water-stop inspection of their engine, the sergeant-conductor picked up a line-clear ticket from the GI telegrapher, a document that gave them the right of way to Abe Tamor. Then Joe blasted out of Hamid. His short, squat engine stack belched thick black oil-smoke. The talk from it broke the ancient desert silence with a parting salute to the lonely brass pounder.

In the steel cab Joe twirled his reverse wheel until it reached its best working spot and the fireman adjusted his firing valve to regulate the bellowing oil fire, while the rest

of the crew then settled back to listen to the exhaust that pierced the shimmering air.

As they rocked along, Sergeant Childers nodded to the slim young fireman in the direction of the sleepy skipper dozing on the sand box, and they both smiled. Then the hogger glanced up at the water-glass. It was down from the usual half-glass that he carried. Reaching up, he put his injector on. But instead of the expected hum of water flowing through the pipes, hot steam gushed from the overflow pipe. Sergeant Childers shut it off, tried again, and got the same results. His sunburnt face blanched with fear as he realized his injector wouldn't work--and the water in the boiler was getting low!



Taking water at Du Roud

"Try your gun," he yelled to the fireman on the left seatbox, above the roar of the stack talk. "mine won't pick up any water and we're about five minutes from a dry boiler!"

The kid tried his injector. No luck.

"Mine won't pick up either, what in the hell's wrong Joe?"

"Dunno, but unless we get some water in her quick, we'll have to kill her, and you know what that means."

The conductor woke up suddenly and bounded over the top of the tank to measure the water in the cistern.

"Fill tank here, Joe," he called out.

The situation rapidly became graver. After a couple more tries with the injectors, also without success, the water in the glass was just a bubble.

Something had to be done in a hurry. Joe killed the fire in the firebox, and the Mike coasted to an easy halt.

Now the crew was really in trouble. Stranded in the desert under a broiling sun, no communications with anyone, and the mainline blocked. This was bad not only for the unfortunate crew of No. 131 but also for the railroad itself. No train could move into the block between Abe Tamour and Hamid unless under flag protection. And who would walk a flag in this heat? The crew of the disabled train decided that the best thing to do was sit in the dubious shade of the engine tank and wait patiently for help.

When dispatcher Carl Coleman at Ahwaz realized that No. 131 was way overdue at Abe Tamour, he became alarmed and asked the operator at Abe Tamour, "do you see anything of No. 131 yet?"

"Nothing in sight," he replied.

Coleman promptly notified the 711th headquarters. They sent a light engine, a 1000-hp Alco diesel and a crew with first aid kits under orders to flag from Abe Tamour to Hamid or until they found No. 131. They knew that the relief crew, like the stranded men, would also be in grave danger of sunstroke.

Meanwhile, the Mike's crew sat out their help's arrival and discussed the cause of their plight. The kid fireman wanted to know what had happened.

"Cant say, son, the GI hogger replied, but I bet you one thing: Major Israel will turn this world upside down until he finds out, and I hope it isn't our fault."

Later that hot sultry afternoon, after getting a caution ticket from Abe Tamour to Hamid, the relief crew pulled up to the stranded train and her weary, dried-out crew. As Joe had predicted, Major Israel did his damndest to solve the mystery of the injector failure on the 42-416. Not only was the reputation of a good hogger at stake, but the entire vital operation in Persia was in trouble if injector failures in the desert were to become common.

"Major Israel," spoke up a crusty

oldtimer off the Pennsy, "I think I can tell you what happened."

"Go ahead, sergeant."

"One cold night when I was firing on the Pennsy, I left the tank-warmer on to keep the water from freezing; and the water became so hot that the boiler checks would not open to let it into the boiler. Could there have been too much hot water in the tank at Hamid?"

There could. The ex-Pennsy man had reached the heart of the problem and saved Joe Childers' reputation.

The tank at Hamid, like the one at Hosseinieh, was built of steel and unprotected from the Mid-Eastern sun. Temperature that day had shot way up to 148 degrees, heating the tank water to

such an extent that the injectors could not handle it.

Obviously if the 711 was to continue hauling lend-lease war material across the desert in the summer, something had to be done about injector failures. So much to the joy of crews in the Ahwaz-Khorramshahr pool, all trains on those runs became diesel powered. A 1000-hp Alco R-S-3 replaced the steamers, which were then transferred to the mountains for the duration.

I had often heard of engine failure due to excessive cold water in a boiler, but this is the only case I know of when it was caused by too much hot water, for which I blame solar energy. RAILROAD MAGAZINE, 1978, Copyright, Carsten Publications. Used with permission.

#### T H E E N D

Enginemen in the Andimeshk-Dou Roud Freight Pool  
Camp Kramer, Iran 1943



(Photo courtesy of club member Peter McCann)  
2nd from left. Engineer 711/791st. ROB.

twice daily between  
**CHICAGO** and the  
**TWIN CITIES**

**DIESEL-POWERED \***  
**STAINLESS STEEL \***  
**ARTICULATED CARS \***

\* Only trains in Chicago-Twin Cities service with these features which contribute so much to speedy, smooth, safe travel.



ALONG THE SCENIC  
 MISSISSIPPI ROUTE

BURLINGTON

# Zephyrs

*Diesel-powered* and carrying completely articulated cars, the Zephyrs offer a smoother ride. They literally *glide* into every start and stop. Built of *stainless steel*, strongest and most durable of all modern alloys, they offer an even greater degree of travel safety.

Because all cars are *wider* and *roomier* than on conventional trains, the Zephyrs offer added comfort and relaxation.

Among the myriad of accommodations and services—completely carpeted coaches; luxurious parlor cars with rotating, reclining chairs; parlor-observation lounge; cocktail lounge; tempting meals at moderate prices in de luxe dining car; 'phone service within the train; radio reception; double-width, full-view windows; complete air-conditioning; hostess service. All At No Extra Fare.

**6½ HOURS** between CHICAGO and ST. PAUL  
**7 HOURS** between CHICAGO and MINNEAPOLIS

NORTHBOUND	MORNING ZEPHYR	AFTERNOON ZEPHYR
Lv. Chicago . . .	8:00 am . . .	4:00 pm . . .
Ar. St. Paul . . .	2:30 pm . . .	10:29 pm . . .
Ar. Minneapolis . . .	3:00 pm . . .	10:59 pm . . .
SOUTHBOUND	MORNING ZEPHYR	AFTERNOON ZEPHYR
Lv. Minneapolis . . .	8:00 am . . .	4:00 pm . . .
Lv. St. Paul . . .	8:30 am . . .	4:30 pm . . .
Ar. Chicago . . .	3:00 pm . . .	10:59 pm . . .

**CHICAGO TO DENVER . . .** Overnight, every night on the famous diesel-powered DENVER ZEPHYRS. Every conceivable travel accommodation. *No extra fare.*

A. COTSWORTH, Jr., *Passenger Traffic Manager*  
 547 W. Jackson Boulevard, Chicago, Ill.

B. L. GARTSIDE, *Asst Gen'l Pass'r Agent*

**BURLINGTON ROUTE**

(Jim Bennett collection)

# THE KID TAKES OVER

This morning, all at once, the guns stopped firing here.

Then the Yanks came in.

And hungry people cheered.

Now it is almost quiet. Men in khaki patrol the streets. They look for booby traps. They search for wounded underneath the rubble.

Suddenly, the kid sees a little girl . . . sobbing, frightened, cringing in a doorway.

☆ ☆ ☆  
He smiles, holds out his hand. She backs away.

"Come. Don't be scared. I won't bite you."

She looks up. She doesn't understand the words, but she knows the common language—kindness.

He stoops and lifts her in his arms.

From a pocket full of cigarettes and souvenirs—out comes a candy bar.

She takes it in her hands, unwraps it. Now she takes a bite. Her eyes light up—*she smiles*.

And suddenly, a world black with hunger, fear and hate is bright—with peace and human love.

☆ ☆ ☆  
A couple of hours from now, tonight, again the zero hour will come.

The guns will shake the earth. The tanks will roll.

This kid and a thousand other fighting Yanks will push ahead—

With food and comfort for the bomb-shocked children, hiding in the cellars of the world.

☆ ☆ ☆  
Today when you plan to travel, remember the countless things that we must do to help the kid.

Freights must roll to fill a thousand ships.

Troops must keep on going endlessly.

At home the forging of the tools of war must race ahead.

*We dare not—and we shall not fail him.*

For more than we may realize, he needs our every effort—every hour, until his job is done.

## THE NEW HAVEN R.R.

Serving New York and  
the Great Industrial States of  
Massachusetts, Rhode Island and Connecticut  
in War and Peace.



Copyright, 1943, The New Haven R.R.

(Thanks to Leon Enderlin)

# K I N F O L K S

by

Frank "Watermelon" Campbell

(Retired SL-SF Conductor. Enid, Ok.)

I was working in Pool Service as Rear Brakeman for Conductor K. C. Jones. We were riding along when K. C. spotted a hobo about four cars ahead of the caboose riding on the running board of a box car .

K. C. said, "Watermelon, go put that Bo off the train."

I got down out of the cupola and climbed up the ladder on the box car next to the caboose, and walked on the running boards atop of the car, jumping from one to the other until I got close to the Bo.

The Bo pulled out a pistol and said, "what do you want?"

I said, "I dont want nothing," and returned to the caboose and back into the cupola.

K. C. said, "I told you to put that Hobo off."

I said, "when I got close to him I recognized he was my cousin and I couldn't put off one of my kin."

K, C, said, "I will put him off he is no kin of mine."

He was back in the caboose shortly. The Bo was still riding with us.

I said, "I see the Bo is still there."

He said, "I didn't know you and I were kin."

The above story was sent to the William Church by Club Member Jack B. Austerman, President of the RAILROADIANA Collectors Association, 2613 N W 66, Oklahoma City, OK. 73116. Wrote on RAILROAD MUSEUM OF ENID stationary by Retired Frisco Conductor, "Watermelon" Campbell, it is of a special interest to Club Member William Church, as he once worked as a brakeman on this Division of the Frisco Railroad during the seasonal wheat rush in by gone days between Enid and West Tulsa, OK.



T H R E N D

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**ABOUT THIS MONTH'S STORY BY BILL CHURCH** - "Too Much Solar Energy," written and typed by Bill Church, seems very timely, what with U.S. troops once again in that region of the world. Bill received a letter recently from Peter McCann, a club member, who was stationed in Iran at the time of this story, along with members B. B. Couch, John Peterson and Mr. Church.

In the letter, Mr. McCann states that while at the annual reunion of members of the 711 Rwy Battalion (and other outfits) in Chattanooga, Ralph Clevenger (who also served in Iran) told him that he (Mr. Clevenger) ran the last steam engine into Chattanooga before it was retired (the engine now known as #4501). Apparently, that was a gala affair.

Also, with Veterans Day November 11 (our club meeting date), I thought this story, along with the cover picture by Jim Johnson and the New Haven R.R. World War II ad sent in by Leon Enderlin from Manchester, Connecticut, was very appropriate.

**SHOW AND SALE MEETING OCTOBER 28** - There will be a planning session for the 1991 Arkansas Railroad Club Show and Sale at Matt Ritchie's house, 111 Tenkiller in Sherwood on Sunday, October 28 at 2 PM. Be there if you want to help out in this every growing endeavor. The site location for the show will be a main topic.

**HISTORICAL RESTORATION/PRESERVATION COMMITTEE FORMED** - At the October 14 meeting of the club, we voted to form a Historical Restoration/Preservation Committee in the club. There will be five people on the committee, with Matt Ritchie the Project Manager. This committee will look at railroad-related things that might need attention in the state, such as helping preserve/repaint park engines, ensure proper retention of railroad documents in museums/libraries, preserving depots, etc. Donations made to this committee will be kept separate from the club's regular account.

**NRHS BOARD MEETING APPLIED FOR** - It was voted on at the October 14 meeting to apply, by January 15, 1991, to have a National Railway Historical Society national board meeting in Little Rock in 1992 or 1993. Possible rail trips could be run in relation to this meeting.

**OLD SPAGHETTI WAREHOUSE PARTY** - Dozens of Arkansas Railroad Club members attended an invitation-only free meal at the Old Spaghetti Warehouse restaurant located in the old Choctaw Rock Island Depot on 2nd Street in Little Rock. This event occurred Wednesday night, October 10. This was set up to give experience to the new waiters/waitresses at the restaurant before it opened to the public October 14.

Invitations were sent out by the Dallas-based restaurant chain using the Arkansas Railroad Club mailing list. However, they were limited to only 90 addresses, so by necessity not everyone in the club got invited (we have over 250 members).

The club had nothing to do with mailing out the invitations.

They probably sent out their invitations starting with Little Rock addresses and worked outward. Apparently, only spotty invitations were sent out to other parts of the state, but since this was of their doing and since the event was free and since most future patrons of the restaurant will likely be from Little Rock anyway, the Arkansas Railroad Club really didn't have any say-so in the matter. However, we really appreciated the invitations (maybe if they opened a Spaghetti Warehouse in Pine Bluff, they could invite mostly Pine Bluff people next time.)

**TYPING/CORRECTIONS/SPELLING, etc.** - I do most of my own typing of the "Railroader", using PC-Write software and using an electronic typewriter as a printer. PC-Write has a 100,000 word spelling checker

which I run through after each issue, which corrects most spelling errors. However...when I receive stories already printed by someone else (which is GREAT!), I can't make spelling corrections, since my typeset doesn't match the typeset of the other's printer. But, since the content of the stories are much more important than spelling, I will run them as are's.

**BEAT THE RUSH - PAY 1991 DUES NOW.** Dues are always due January 1st of each year. This year, why not beat the last-minute notices and finding you don't have any money left at the end of the year anyway after Christmas purchases by paying your 1991 dues now. It's easy. Just send your check for \$10 (Arkansas residents) or \$7.50 (out-of-state) to: ARKANSAS RAILROAD CLUB, ATTN:Treasurer, PO Box 9151, North Little Rock AR 72119. We'd appreciate it.

**NEWS WANTED FOR YOUR TOWN** - If you see any newspaper story or know of any railroad news taking place in your town...please send in the newspaper clipping or summarize the story and send it in to your editor for inclusion in the RAILROADER. Any story is welcome, such as caboose donations, depot restorations, excursions, wrecks, etc. Share your knowledge with the rest of the club. Thanks. Send news items to ARKANSAS RAILROADER, ATTN:Editor, P.O. Box 9151, North Little Rock AR 72119.

**SHURFINE LABELS** continue to earn money for the club. Collect these labels and turn them in to the club at our Sunday meetings. They earn 2 cents each for the club. Also...the VALU-CHECK and HYDE PARK labels are now worth 2 cents, too, so bring these in also. Thanks.

**CORRECTION TO CAPTION ON BACK COVER** - I believe I have the wrong railroad initials on the PA-1 photo caption on the back page. The Mexico railroad should be "FNM" (Ferrocarriles Nacionales de Mexico), not "FMN." (By the way, this is possibly the first publication of a picture of this famous engine anywhere in this country).

#### ARKANSAS RAIL NEWS

**MOPAC STEAM ENGINE 2522 UPDATE** - (Paris, Arkansas) - Former Missouri Pacific Steam engine #2522 now has a fence around it and has been repainted, according to Barton Jennings. This engine sits in a park in Paris.

*The Insurance Institute for Highway Safety reports that double trailer trucks have two to three times as many crashes as standard trucks.*

**819 NEWS** - The Arkansas Railroad Museum in Pine Bluff, where the 819 is housed, continues to get new equipment. The roof has been completed, so now consideration is being given to applying for listing on the National Register of Historic Places for the building. Optimism is high on future trips for the 819.

**LONG ROAD BLOCKINGS** - (Haskell) - The mayor of Haskell said he is ready to arrest train engineers and conductors if they don't stop blocking Haskell's crossings for hours at a time. In Haskell, Union Pacific has a switching track where trains stop to let others pass. These tracks cross three busy roads and the mayor of Haskell, H. S. Quantz, says the long blockings have to stop or else. He wants the crew to break the trains up and direct traffic around them. Arkansas law says that trains can block a crossing no more than 15 minutes before fines set in. Union Pacific officials in Omaha said the problems will be corrected. (ARKANSAS GAZETTE, October 5 by Chris Day).

**ARKANSAS GOVERNOR ON TRAIN** - (Van Buren) - In early October, Arkansas Governor Bill Clinton did some old-fashioned whistle-stop campaigning on a train through northwest Arkansas. The Arkansas & Missouri RR pulled a special 8-car train with 300 people aboard from Van Buren to Rogers with the special stopping at several small towns along the way for speeches. (ARKANSAS GAZETTE, October 5, 1990 by Mark Oswald)

#### GENERAL RAIL NEWS

**ANOTHER E9 ENGINE REJOINS UP** - (Cheyenne) - One of Union Pacific's famous E9 passenger engines returned to the railroad September 14 from Chicago's METRA after serving in commuter service for years. UP 949 will join sister E9-A 951 as part of the railroad's fleet. UP is rebuilding a shop and roundhouse to house and maintain the company's five steam and historic diesel locomotives. (RAILS, October 28)

**COTTON BELT'S PURCHASING POWER** - The Purchase & Materials Department of the Cotton Belt, among other things, bought the following items in 1989:

20 million sheets of paper for photocopiers -- 12 million bottles of drinking water -- 10.711 tons of sand for locomotives -- 1 million cross ties -- 12.1 million track spikes -- 3,941 locomotive pistons -  
- 2.1 million envelopes -- 50 locomotives -- 436 locomotive batteries -- 28,688 cases of paper towels.

(SOUTHERN PACIFIC BULLETIN, August 1990)

*During an average nights sleep, the body shifts position 40 to 70 times. The tossing and turning maintains healthy circulation and muscle tone.*

- The Body Almanac

**GOING IN STYLE** - Louis and Joe Vallejo made a stylish exit from railroading June 13. The brothers, both machinists at Southern Pacific in Kansas City, arrived for their last day of work in a chauffeured limousine. The dressed up pair got out of the big car, then went inside the maintenance facility, where they filled out their last time card and had a party. Then they climbed back in the limo and headed down the road to retirement. (SOUTHERN PACIFIC BULLETIN, August 1990)

**UNION PACIFIC HELPS WITH RIVER NAVIGATION??** - (Shreveport, Louisiana) - For the past 3 or 4 years, Union Pacific has been hauling riprap (stone) to the Red River near Shreveport. The riprap is being used to help in completion of a Red River navigation system connecting Shreveport to the Mississippi River farther east. The Corps of Engineers said they used the railroad to haul this rock instead of trucks because trucking was beginning to tear up highways. They had feared that any railroad wouldn't want to help river navigation projects, but Union Pacific surprised them and said they would ship the rocks.

Royce Gary of the Union Pacific said the railroad saw an opportunity for shipping stone, not only to the river project but also to help in construction of nearby Interstate 49. The shipments also have created jobs in unloading and hauling the stone from the railroad's siding to the river.

About 70 rail cars a day are used, equivalent to 4 semi-trucks each. 70 to 100-car dedicated trains run to Shreveport each day from rock quarries near Little Rock, Arkansas. (Thanks to Robin Thomas for giving me this story, which appeared in the ARKANSAS DEMOCRAT)

**TEXAS NORTHEASTERN STARTED** - (Sherman, Texas) - The Texas Northeastern was to begin operations October 22 on former Missouri

Pacific tracks between Texarkana and Whitesboro Junction, Texas. This was known as the Bonham Branch. The Texas Northeastern will operate Sherman-Denison on former KATY lines that connected Denison to Dallas through Greenville. (RAILS, September 28)

**MEMPHIS CENTRAL STATION** - (Memphis) - The former Illinois Central Station in Memphis, now used by Amtrak, was built in 1913. In 1984, the ICG left the building for other offices and also left cabinets full of old railroad data along with hardwood doors and windows. The old station contains a number of church pew-style wooden benches and fading signs of long-gone Memphis businesses. A portion of a neon sign, "Central Station," still glows eerily above a board where arrivals and departures of 51 trains a day once were posted. They don't know how to turn off the sign. The station may one day be renovated. (MEMPHIS COMMERCIAL APPEAL, by Wayne Risher)

*The common pigeon is one of the swiftest birds in flight. It can fly at 60 MPH for eight hours at a time.*

- The WASHINGTON POST via "BREAKTHROUGHS"

**JAPANESE COMPANY BUYS SHARES OF RIO GRANDE** - Nippon Yusen Kaisha, Japan's largest shipping company, announced September 27 that they had purchased 5 percent of Rio Grande Industries (parent company to Southern Pacific). (NRHS NEWS, October 1990)

**RAILS MOVING MILITARY GEAR** - (See front cover) - By mid-September, the nation's railroads had moved more than 3,000 carloads of military supplies destined for the Mideast. Most of this heavy equipment is moved on flatcars owned by Trailer Train or the military. The railroads no longer carry personnel. Coordinating the traffic is the Military Traffic Management Command and the Association of American Railroads military transportation office, both located in Falls Church, Virginia. (UTU NEWS, October 1990 via L. T. Walker)

#### AMTRAK NEWS

**BRIEF AMTRAK TRIP REPORT** - On October 2-8, your editor took a trip on Amtrak from Little Rock to St. Paul, Minnesota and return. I had a sleeper from Little Rock to Chicago October 2, coach from Chicago to St. Paul October 3, coach St. Paul to Chicago October 7, and sleeper Chicago to Little Rock October 7-8. Overall, the trip was excellent. The "Texas Eagle" got to Chicago an hour late on the 3rd, giving me only 15 minutes to make my connection with the "Empire Builder," but I made it. The "Empire Builder" got to St. Paul 30 minutes early.

The Train Chief on the northbound "Texas Eagle" on October 3 deserves extra mention. His name was Charlie Fike and he gave a cheery commentary on the PA system as the train ran between St. Louis and Chicago. Everyone enjoyed his comments. He also got the track number the "Empire Builder" was leaving on for me since the connection would be rather tight. Thanks a lot Mr. Fike.

On the return trip, although the "Empire Builder" arrived in St. Paul 45 minutes late on October 7, we arrived in Chicago on time, allowing me over an hour to tour Union Station before the "Texas Eagle" left for Little Rock at 4:15 PM. We arrived back in Little Rock Monday, October 8 about 25 minutes EARLY, at 5:50 AM.

**AMTRAK FUNDING FACTS** - In 1981, Amtrak needed \$896 million in federal subsidies and revenues only covered 48 percent of the operating costs. In 1989, Amtrak only received \$584 million in subsidy and revenues covered 72 percent of the costs. Amtrak's goal is to cover 100 percent of its costs by the year 2000.

US SPRINT ADVERTISES ON AMTRAK TICKET JACKETS - Along with airline ticket folders, US Sprint now advertises on Amtrak's folders. Advertisers say that this form of advertising is very cost-effective, in that passengers see the folders four or five times a trip. (KANSAS CITY STAR, October 2, sent in by Randy Cookus)

AMTRAK RIDERSHIP BY ROUTE/AREAS

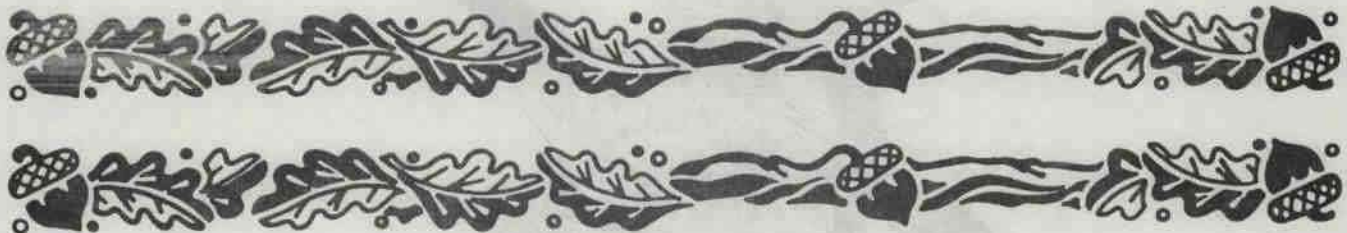
	<u>JUL 89</u>	<u>JUL 90</u>	<u>% CHANGE</u>
NE CORRIDOR	877,454	889,815	+1.4%
SHORT DISTANCE	432,655	476,689	+10.2%
LONG DISTANCE	520,790	570,115	+9.5%
"Eagle"	15,484	24,281	+56.8%
"Sunset"	11,137	11,187	+0.4%
"City N Orleans"	21,227	20,478	-3.5%
SPECIAL TRAINS	2,280	4,220	+85.1%
<u>TOTAL</u>	1,833,179	1,940,830	+5.9%

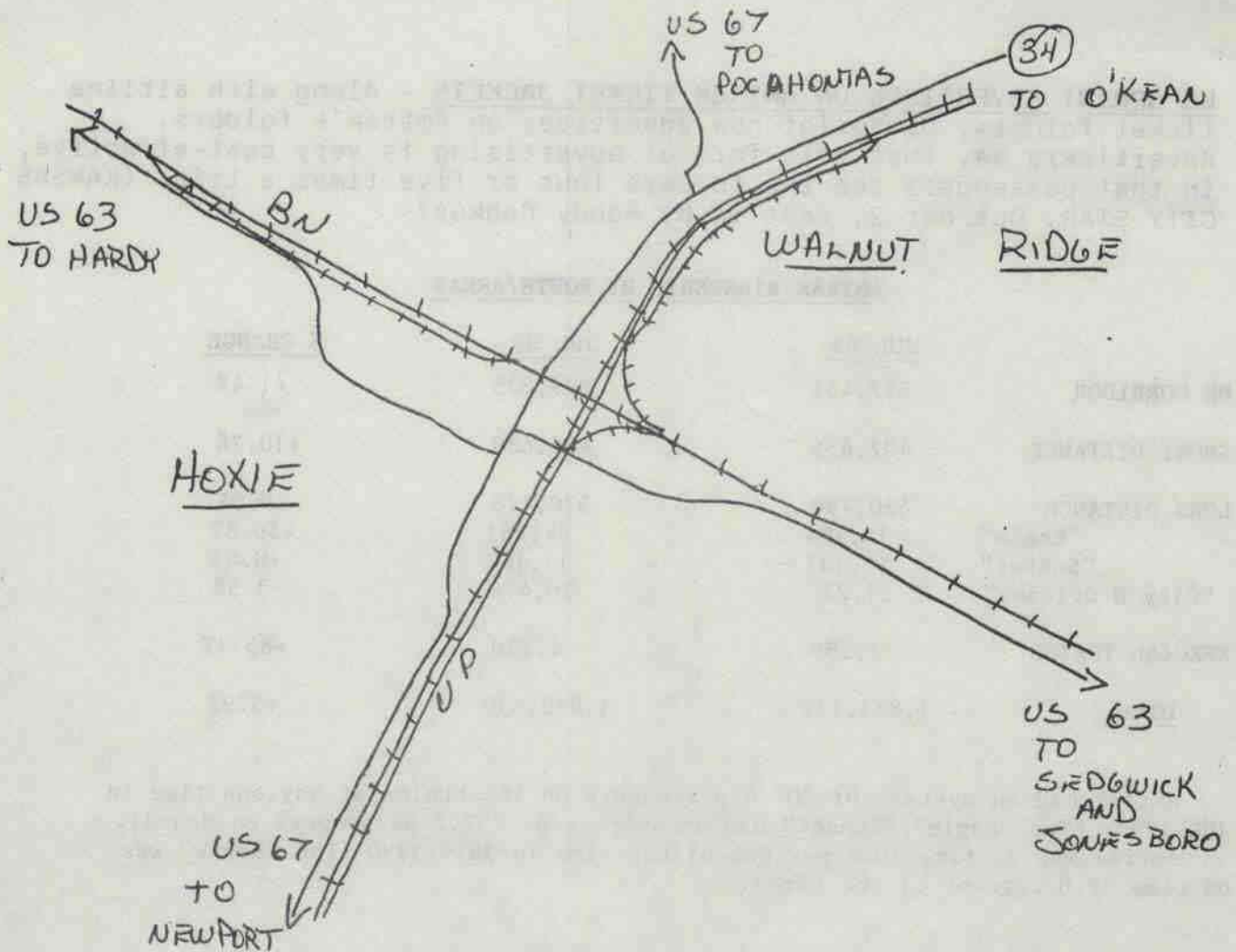
Amtrak had an average of 207.4 passengers on its trains at any one time in JUL 1990. (The "Eagle"/"Sunset" had an average of 257.2 passengers on board).

Amtrak was on time 70.4 percent of the time in July 1990 (The "Eagle" was on time 29.0 percent of the time).

	<u>YEAR THRU JUL 89</u>	<u>YEAR THRU JUL 90</u>	<u>% CHANGE</u>
NE CORRIDOR	9,278,640	9,362,329	+0.9%
SHORT DISTANCE	3,890,368	4,188,122	+7.7%
LONG DISTANCE	4,519,759	4,804,137	+6.3%
"Eagle"	131,875	165,401	+25.4%
"Sunset"	96,158	90,534	-5.8%
"City N Orleans"	176,910	173,207	-2.1%
SPECIAL TRAINS	63,407	55,141	-13.0%
<u>TOTAL</u>	17,752,174	18,409,729	+3.7%

NEWS UPDATED through October 17, mailed October 22. Deadline for the December issue is November 15.





HOXIE: CROSSING OF UP AND BN, ALMOST  
 CONSTANT ACTION. BN DETECTOR NEARBY  
 WARNS OF THEIR APPROACH.

(Barton Jennings)



The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on NOV 11 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: ARKANSAS RAILROAD CLUB - ATTN:Treasurer, 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



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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!!!

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*FMN DH-17 (ALCO PA-1) pulling a special train of 150 railfans on a "Lets Travel Tours" tour east of Nogales, Sonora, Mexico on September 28, 1990. The DH-17 was thought to have been scrapped, but was actually rebuilt at Empalme (with 40-inch wheels instead of 42-inch). Meanwhile, DH-19, the other FMN PA-1, has been put in a museum in Puebla. Both these engines were from the Delaware & Hudson Rwy (DH-17 was formerly Santa Fe #60L built in November of 1948). The special also had engines #563 (Bombardier), #539 (GE), and RS11 #501 (former Pacifica) hauling five passenger cars and a caboose. (Photo by Peter Smykla)*

ARKANSAS RAILROAD CLUB  
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North Little Rock, AR 72118-3160

ADDRESS CORRECTION REQUESTED

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