



ARKANSAS RAILROADER



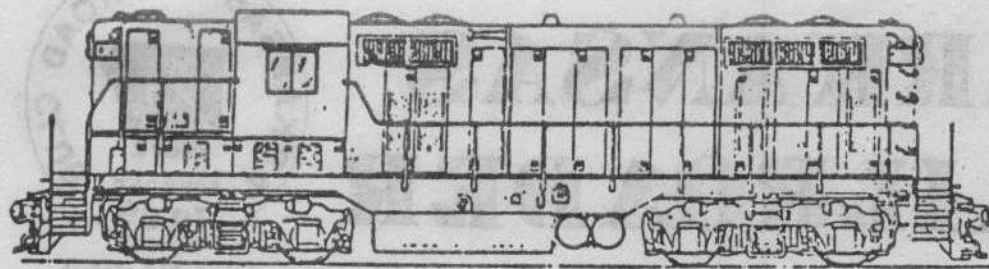
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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SEPTEMBER 1986



Helena Southwestern Railroad Company's #300 (a G.E. 45-ton locomotive bought new in 1948) goes to work on a sunny, hot July 18, 1986 in West Helena, Arkansas. She was hosed down just before this photo was made. (Ken Ziegenbein, photo)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

NEW CAR - Bill Eldridge of our club (former owner of the "Cynthia") has acquired a 5 double-bedroom lounge observation car, L&N #3301 - "Royce Street". The car was moved from Jonesville, Wisconsin to Edwardsville, Illinois the weekend of July 26 & 27. This car was last run on the "Florida Special" and still carried the car number "FS30" on the signboards. Bill will let us know when the car will be moved to Little Rock. Bill wants to know if the U.P. still has a business car named "Little Rock"? He's trying to come up with a new name for the car. If you know, his telephone number is 565-6656.

CLUB SHOW & SALE will again be held in the spring with Bill Pollard and Walter Walker coordinating. Plan now to reserve your tables.

NOMINATING COMMITTEE to suggest names for our club's 1987 officers are William Church, Bill Bailey and Stanley Wozencraft. They were appointed at the August meeting. Traditionally, we vote on their nominees at the annual Christams party/meeting.

TRIP PLANNED - The Arkansas Railroad Club will go on a "round-robin" bus-Amtrak trip November 1 & 2, 1986 between Little Rock, Memphis, New Orleans, San Antonio and Little Rock. See details and the coupon on the second to last page of this RAILROADER. William Church is the tour chairman.

WINN WRITES BOOK - Robert G. Winn (of Fayetteville), a member of the Arkansas Railroad Club, has sent to the Washington County Historical Society's editor his book called "RAILROADS OF NORTHWEST ARKANSAS", which will be published soon. It will be the biggest, most comprehensive book so far on the railroads of northwest Arkansas. He needs our help - Mr. Winn is looking for pictures of the Pacific & Great Eastern Railroad (the Wyman Road) out of Fayetteville in the 1880s. Also, pictures of Coin Harvey's railroad into Monte Ne. If you can help, his address is Robert G. Winn, 433 East Prospect Street, Fayetteville, AR 72701.

ANOTHER MOVE - Member Barton Jennings, who works for the Union Pacific, just moved again - the 5th time in the last 3 years! He recently moved from LaGrande, Oregon back home to Arkansas in McGehee. If anyone else moves, please let your editor know (like Mr. Jennings did). The RAILROADER will not be forwarded automatically (since it's mailed non-profit rate). Thanks.

HOT - The August 5 "Our Town" in the ARKANSAS GAZETTE had an article from William Church on how hot it was in Iran working with the 711 Railway Engineers in the summers of 1943-44 and 1945. A whole story on the Iranian Railway and the work done by the 711 Railway Engineers will be forthcoming in a near-future RAILROADER.

☆☆☆ PROGRAM ☆☆☆

SUNDAY, SEPTEMBER 14, 1986 in the Twin City Bank Building in North Little Rock at 2:00 PM - Robin Thomas will give a show on the L&N #152, the Louisiana & North West Railroad and the Granite Mountain Quarry. Should be interesting.

ALSO - remember the in-club "SWAP MEET" this month. Bring anything you want to swap, show or sell to the September meeting. We'll have an extended break between the business meeting and program for the swap as well as plenty of time before and after the meeting. This is always a very popular event.

(NEWS continued on page 21)



*LEFT - Helena Southwestern Railroad Company's engine #300 heads for the HSW's Union Pacific interchange in West Helena, Arkansas on July 18, 1986 (engine is distant center).
RIGHT - Helena Southwestern's offices are located in this building next to the American Box Company plant (formerly Chicago Mill and Lumber Company, which sold the plant in 1984) in West Helena.*

CLASS III RAILROADS OF ARKANSAS

Part 14 - The Helena Southwestern Railroad Company

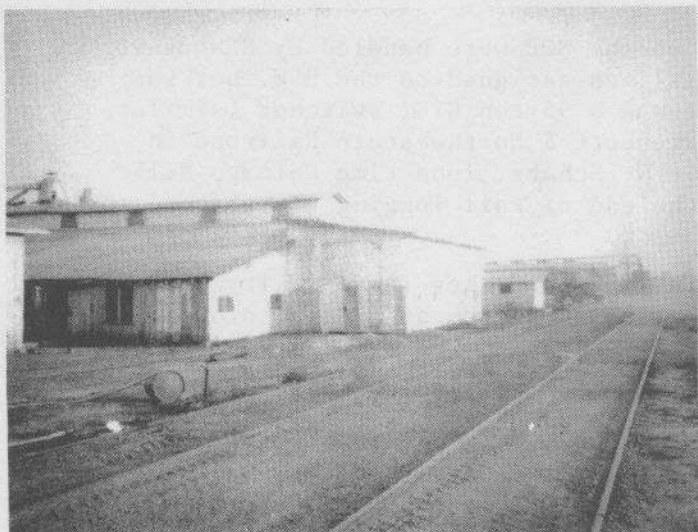
The Helena Southwestern Railroad Company was incorporated on November 7, 1913 and was owned by the Paepcke-Leicht Lumber Company of Chicago. This company's subsidiary operations in this region were known as Chicago Mill and Lumber Company. The railroad was owned by stockholders at that time. Chicago Mill operations at Helena were based along the Mississippi River from about 1908 until 1913, when a new mill was constructed at West Helena. The HSW was used basically to haul lumber from the woods to the West Helena mill.

The HSW had extensive trackage rights from Helena over other railroads. From West Helena to McClelland, the HSW operated log trains over the Missouri & North Arkansas, and as late as 1936 the HSW listing in the Official Guide lists the HSW's "McClelland division" as extending 58 miles from Helena to McClelland. The logging camp (town?) of McClelland on the M&NA was named for R.L. McClelland, the vice-president of transportation for Paepcke-Leicht (Chicago Mill & Lumber). He also served as president of the Blytheville, Leachville & Arkansas Southern (a sister road to the Helena Southwestern as both were used by the same company. In fact, when the Blytheville mill closed in 1935, some of their rail-logging equipment went to West Helena for continued use). Mr. McClelland was also a vice-president of the HSW.

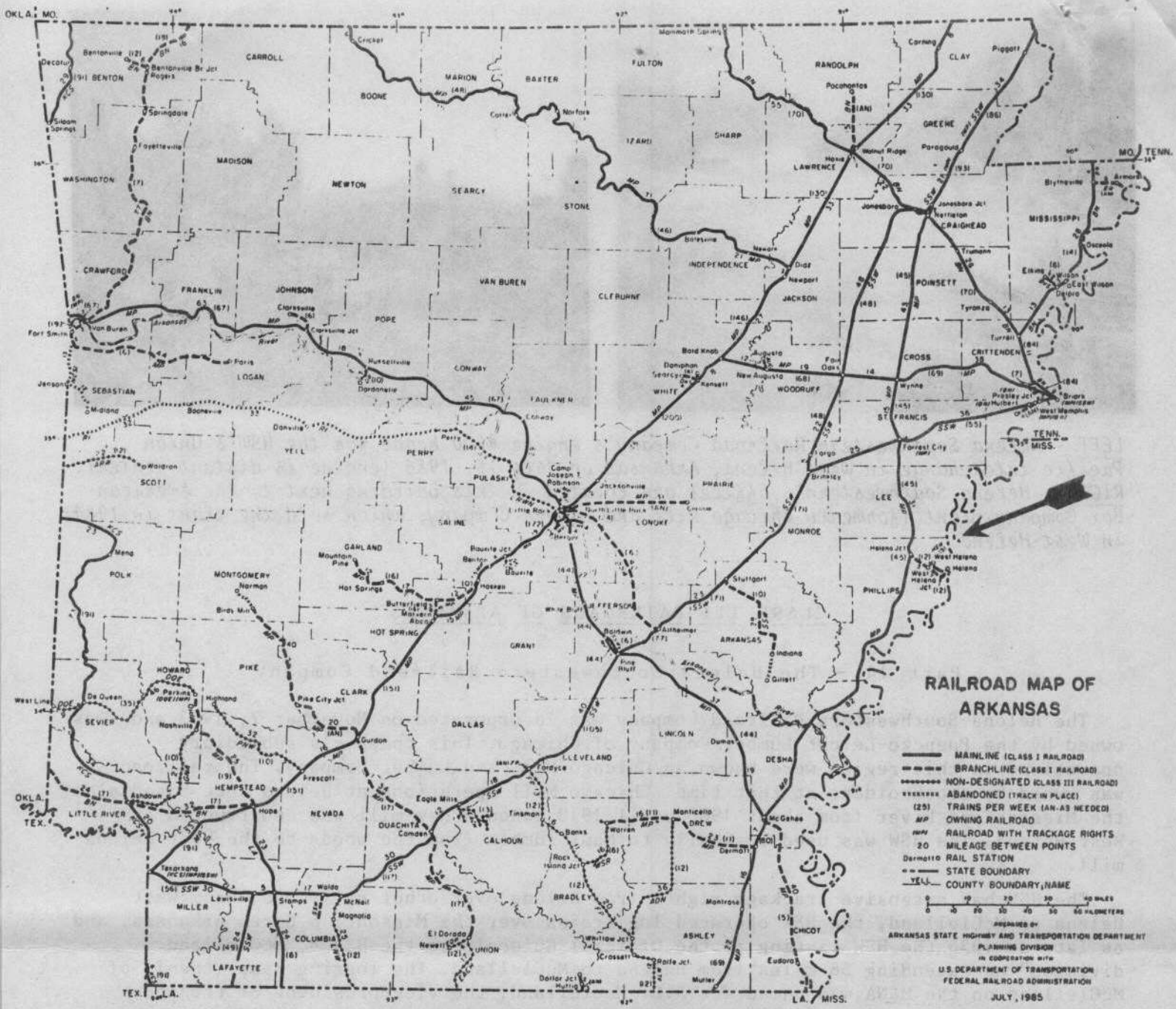
HSW operations over the Missouri Pacific are not well documented. After the railroad was incorporated, trackage rights were almost immediately negotiated from Helena to Lake Village, Arkansas (some 107 miles to the south). In April, 1925, these trackage rights were extended to Somerset, Louisiana (near Tallulah). It is certain that HSW log trains frequently operated between Helena and Chicago Mill's large plant at Tallulah. These trains continued to operate until about 1961, at which time all rail logging operations were ended. The lumber line may have also operated trains in other directions over the MOP out of Helena. It is known that a Chicago Mill log yard and mill existed at Holly Grove until about 1960 (?), so operation over that branch is also a possibility.

A subsidiary railroad, the Cotton Plant and Western Spur Railroad, was incorporated in 1915 to operate out of McClelland. This line was considered as a subsidiary of the HSW, and was operated by the HSW/Chicago Mill crews until being abandoned in 1920.

During the heyday of rail logging operations (ca 1918), the HSW operated three locomotives, 2 cabooses and 165 flat cars. Additional locomotives, including several Shays, were operated directly by Chicago Mill & Lumber out of the Helean plant and over logging spurs in the woods. (HSW served as the common carrier to transport logs from mainline spur connections to the mill; lumber company "private trackage" extended from the spur connections back into the woods).



American Box Company plant (ex-Chicago Mill & Lumber Co.) with HSW tracks in foreground. American Box closed this plant on July 17, 1986.



- INDEX TO RAILROADS**
- ADN ASHLEY DREW & NORTHERN
 - ALM ARKANSAS & LOUISIANA MISSOURI
 - ARW ARKANSAS WESTERN
 - AUG AUGUSTA
 - BUN BURLINGTON NORTHERN
 - BNV BALDWIN & NORTHERN
 - OKS OSHKOSH, KENNETT & SEARCY
 - DOE DE QUEEN & EASTERN
 - DR DARDANELLE & RUSSELLVILLE
 - DVS DELTA VALLEY & SOUTHERN
 - EACH EAST CAMDEN & HIGHLAND
 - EDW EL DORADO & WESSON
 - FP FORDYCE & PRINCETON
 - GNA GRAYSONIA, NASHVILLE & ASHDOWN
 - HSW HELENA SOUTHWESTERN
 - MCS KANSAS CITY SOUTHERN
 - LA LOUISIANA & ARKANSAS
 - LNW LOUISIANA & NORTH WEST
 - LRWP LITTLE ROCK PORT AUTHORITY
 - LRWN LITTLE ROCK & WESTERN
 - MP MISSOURI PACIFIC
 - PNW PRESCOTT & NORTHWESTERN
 - RI CHICAGO, ROCK ISLAND & PACIFIC
 - SSW ST. LOUIS SOUTHWESTERN
 - WSR WARREN & SALINE RIVER

In the late 1940's, the Helena Southwestern stopped going into the woods and became a switching operation mainly. In 1984, Chicago Mill & Lumber Company sold its plant in West Helena to American Box Co. Today, the engine and track are leased from American Box.

The Helean Southwestern's one and only diesel, #300, was purchased new in October, 1948. The locomotive was (is) a General Electric 45-ton centercab unit. It was originally named Walter Williams, but this name was removed when the unit was repainted in the mid 1970's. (Walter Williams was general freight agent for all Paepcke-Leicht and Chicago Mill railroads, from about 1909 to about 1950. He was also listed as president of the HSW in 1931). This engine was and is used primarily for switching service in and around the West Helena mill, and for runs from the mill to the Union Pacific interchange (see cover shot).

During the diesel era, the log train operations on the MOP were handled by HSW crews using Chicago Mill & Lumber diesel #1000. This diesel was assigned to the HSW, but was lettered for and owned directly by Chicago Mill. It was a 95-ton G.E. switcher (similar in appearance to the 70-ton G.E. units now on the Prescott & Northwestern Railroad in southwest Arkansas). This locomotive was named for F.W. Schatz, long-time Chicago Mill official at Cairo, Blytheville, and Helena. After the end of rail logging operations, the unit was sold in 1962 on the second-hand market.

Helean Southwestern gained a little visibility in 1979 when they leased fifty 50-foot boxcars from BRAE Corp. of San Francisco. These cars, painted a burnt orange color with a yellow stripe, were numbered HSW 1001-1050, and were prominently lettered Helena Southwestern. Twenty-nine of these cars were acquired by the Little Rock & Western Railroad several years ago, and presently carry LRWN reporting marks, though still with the original HSW paint scheme -(they are officially subleased to the LRWN, as HSW still leases them from BRAE).

The HSW used to own 50 log cars but by 1981 they had scrapped the last of these cars.



Downtown Helena at the busiest time of day - 10 AM on July 18, 1986. Most businesses have moved to nearby West Helena instead.

Today, as of July 18, 1986, the HSW switches from American Box Company to Union Pacific and back an average of only three cars every two weeks. This could be even less, since the American Box plant was officially closed July 17, moving its operations (consolidating) to a plant in Fernwood, Mississippi. The mill will remain open, however, in West Helena but only about 45 remain employed at the mill (was about 150 through July 17).

John Mills, General Manager of the HSW and of the mill, said in an interview that about 2/3rds of all the wooden boxes the plant used to make moved by truck. He also said that plastic probably was the cause of the decrease in demand for wooden boxes (most of which were sold to American Standard Co. in Louisville, Kentucky).

So, operations on the Helena Southwestern are spotty at this time. Obviously, only employing 45 now at the mill opposed to about 150 a few months ago is a major blow to this shortline.

(Many thanks to General Manager John Mills for his help in getting this story and to Dr. Bill Pollard for his HSW research).

- END -

FOR YOUR INFORMATION - "CLASS III RAILROADS OF ARKANSAS" are written by your editor, Ken Ziegenbein, with other credit as given. According to the 1985 edition of "Directory of Railroads in Arkansas" put out by the Arkansas State Highway and Transportation Department Planning Division, there are 19 shortline railroads in the state of Arkansas, so I have 5 to go. ("Class III" railroads are defined as those generating under \$10 million in annual operating revenues). To get each story, I personally travel to each railroad and obtain, or try to obtain, some history, current operations, etc. The stories by no means are intended to be a complete and full history of the lines (although in some cases, they turned out to be). They do, however, represent the current status of each railroad as best obtained at the time of my visit. Also, thanks go to Gene Hull and Bill Pollard for their help in getting information on some of the shortlines.

NEXT MONTH - The South Arkansas Odessey begins. I spent two days covering five shortlines in the southern part of the state and will begin their stories in the September RAILROADER, one at a time.

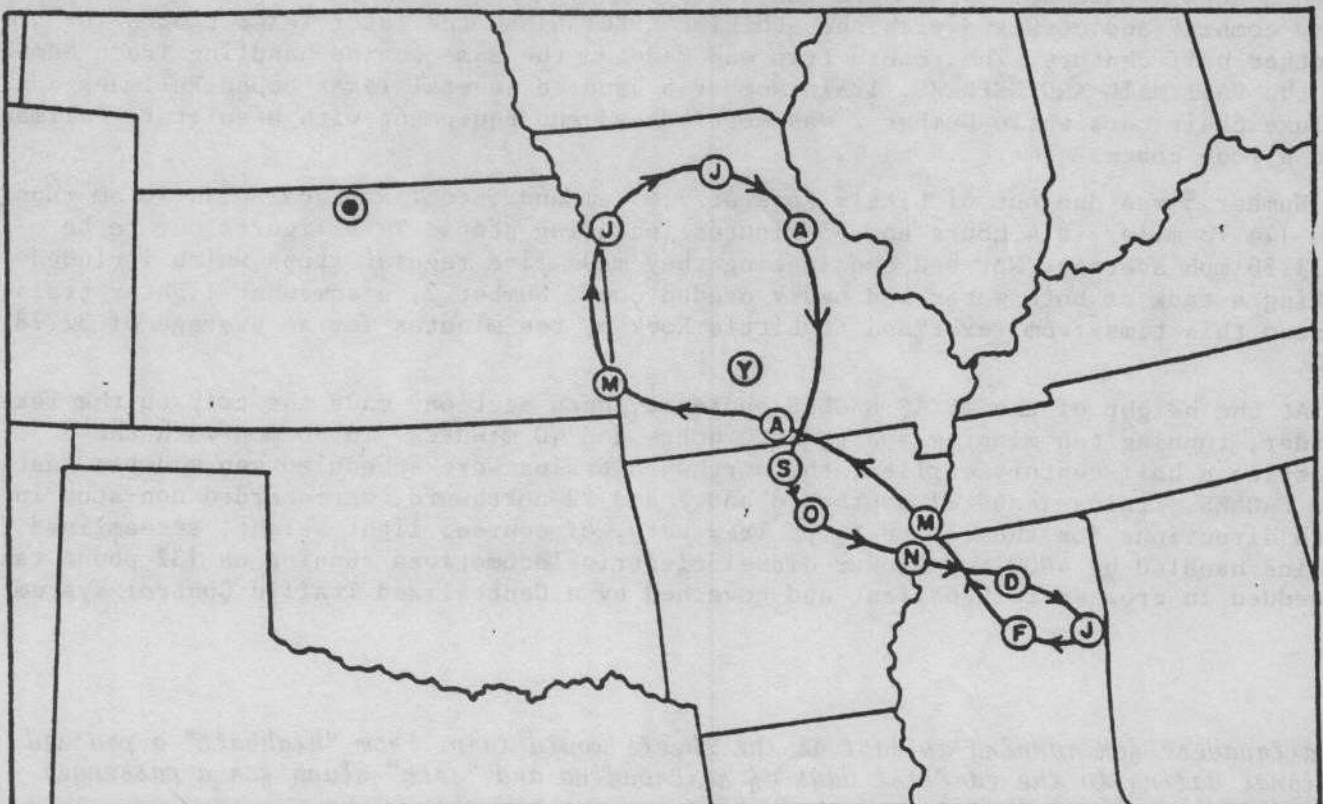
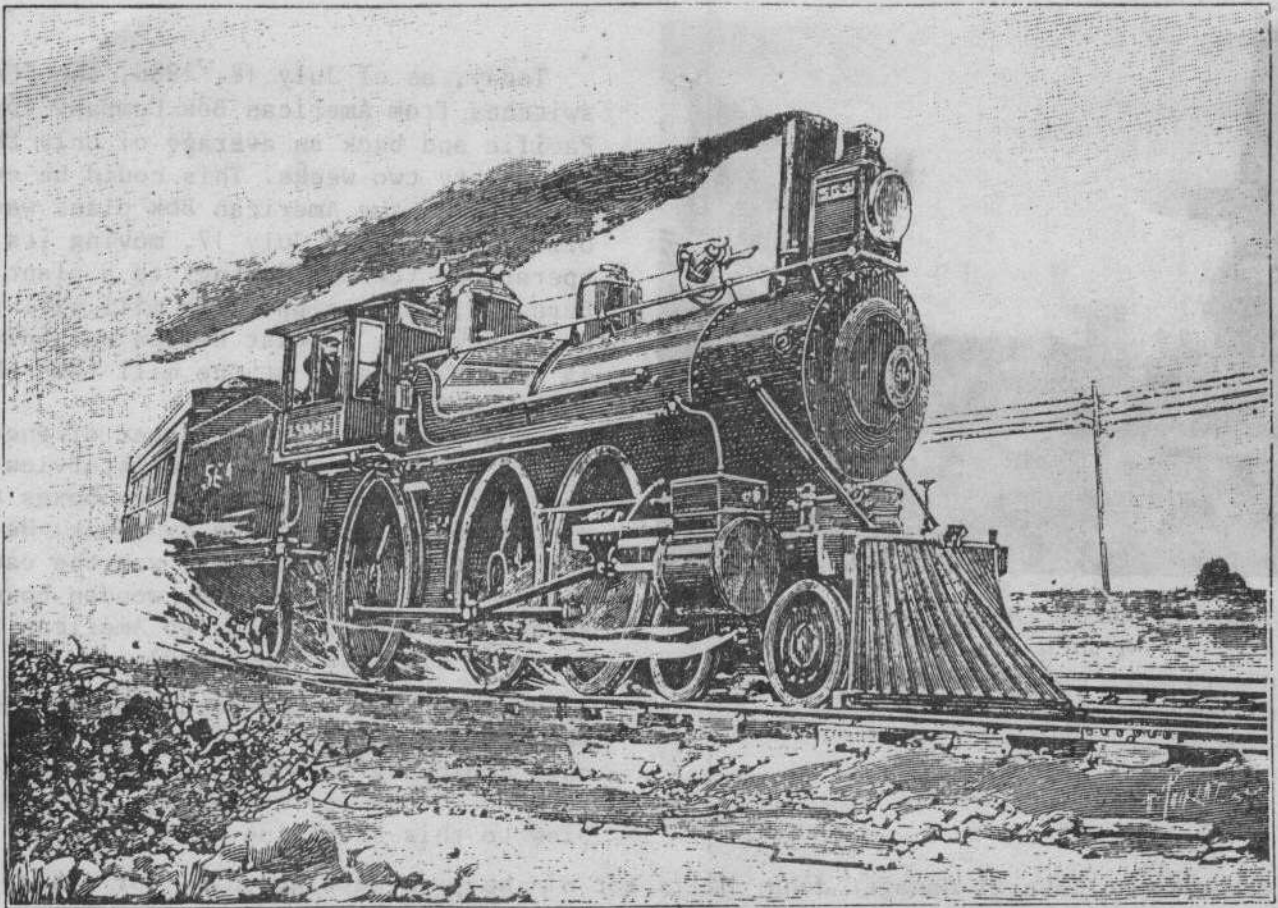


Figure 3. Average annual migration of the monthly statistical center (centroid) of tornado activity. The encircled letters indicate the month. The point Y is the centroid for all tornadoes during the year. The solid circle is the geographic center of the continental United States.



BALLING THE JACK *

by: W. M. "Mike" Adams

Ever ride a ten-wheel passenger engine a mile a minute? And on 75 pound rail more than likely laid in river gravel ballast? How about more than a mile a minute - say 80 mph!

In early February of the year 1904, just over 82 years ago, a reporter for the ARKANSAS DEMOCRAT, one C. A. Pore, made a round trip between Little Rock and Texarkana and wrote a tale about it which appeared in the February 7th issue. I don't know whether this fellow was taking literary license (whatever that is) or was just making a good story better or perhaps, as I strongly suspect, was pumped up a little by the engine crew. The crew in this case being Engineer Ike Homard and Fireman Ed Mathes. In any event he made a rip-roaring experience out of the trip.

Pore made the trip to Texarkana with this crew on Engine 1613, a practically new ten-wheeler, handling Train Number 5, the TEXAS SPECIAL. The SPECIAL was the forerunner of the famous SUNSHINE SPECIAL placed in service just over a decade later. When the Iron Mountain cast aside the name TEXAS SPECIAL it was quickly picked up by the Frisco-Katy combine and competed with the SUNSHINE SPECIAL and the later TEXAS EAGLES for another half century. The return trip was made on the same engine handling Train Number 2, the FAST MAIL AND EXPRESS. Train Number 5 handled several Texas-bound Pullmans and deluxe chair cars while Number 2 was mostly head-end equipment with a solitary Pullman and a lone coach.

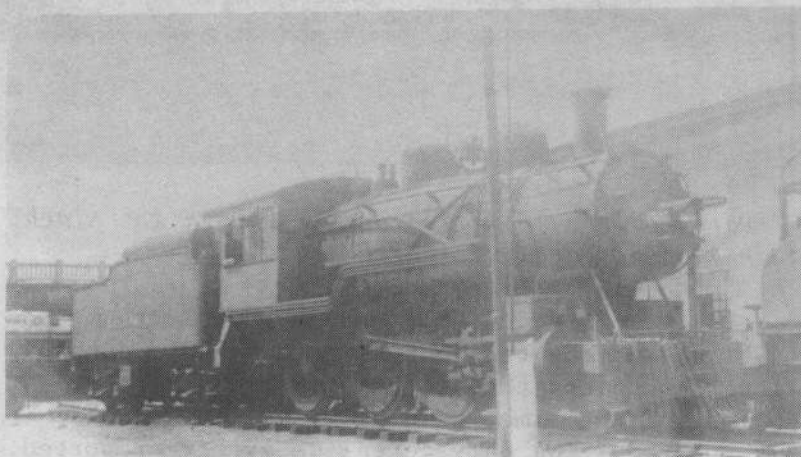
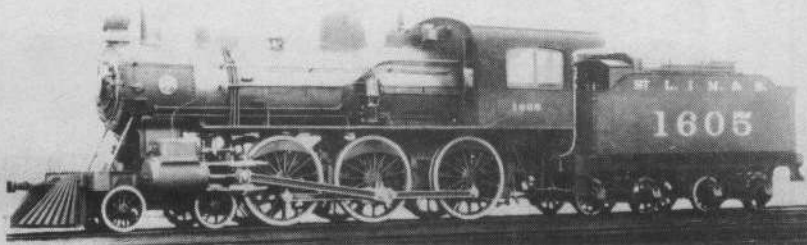
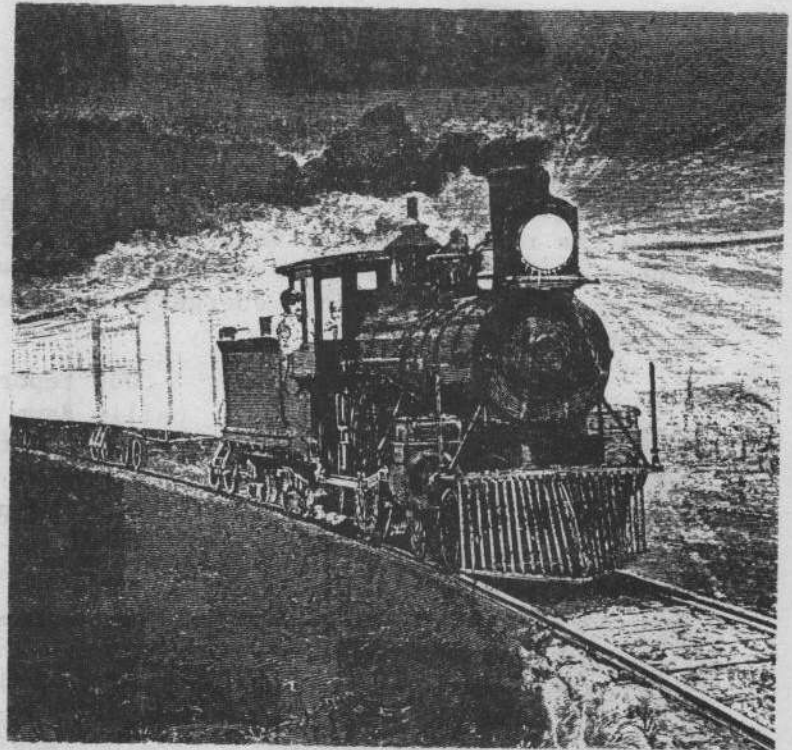
Number 5 was due out of Little Rock at 7:05 am and into Texarkana at 11:40 am running the 144.78 miles in 4 hours and 35 minutes including stops. This figures out to be a 31.58 mph average. Not bad considering they made five regular stops which included taking a tank of both water and badly needed coal. Number 2, a somewhat lighter train, bested this time from Texarkana to Little Rock by ten minutes for an average of 32.78 mph.

At the height of the TEXAS EAGLES opulence, both sections made the trip to the Texas border, running ten minutes apart, in 2 hours and 40 minutes. In common with the practice a half-century earlier, the northward trains were scheduled ten minutes faster. The EAGLES, Trains 1 and 21 southward and 2 and 22 northward, were carded non-stop in both directions for the entire trip. They were, of course, light weight, streamlined trains handled by 4000 horsepower diesel-electric locomotives running on 132 pound rail embedded in crushed rock ballast and governed by a Centralized Traffic Control system.

* Railroadese for running as fast as the wheels would turn. From "highball" a proceed signal dating to the earliest days of railroading and "jack" slang for a passenger engine.

When they arrived in the depot at Little Rock, Homard told Pore they were exactly on time and had made the last eleven miles in "a little over nine minutes." This would have been from just north of Alexander into the depot and figures out to around 70 mph - carrying the mail! The entire trip figures out at a 34.06 mph average. The old Iron Mountain was known for being a devil-may-care, high speed outfit and this would tend to indicate the reputation was well deserved.

A word about the heroine of these trips: St. Louis, Iron Mountain and Southern Number 1613. This ten-wheeler (4-6-0) was built in 1902 by the Brooks Locomotive Works (ALCO). Starting in 1901 the Iron Mountain had 15 of these engines built while their partner in crime, the Missouri Pacific, purchased 14 identical engines but numbered them in the 1101 series. With a total engine weight of 144,850 pounds, these locomotives had 69 inch drivers and exerted 23,130 pounds tractive effort. In December 1905 both the Missouri Pacific and Iron Mountain engines were re-numbered into a common series becoming the 7501-7529 series with the 1613 winding up as the 7527. These engines were never super-heated and were actually out-dated by the Pacific-type (4-6-2) within a few years after being constructed. All were scrapped prior to World War II.



TOP - Brand new St. Louis, Iron Mountain & Southern #1605, a twin to #1613 talked about in the story. The engine was built in 1901 by the Brooks Locomotive Works (ALCO) and re-numbered in 1905 to #7519. BOTTOM - Missouri Pacific #7527, ex-Iron Mountain #1613, the exact engine that DEMOCRAT reporter C. A. Pore rode in 1904. This shot was taken in 1933. (Mike Adams collection, photos by R. H. Carlson)

engine failure on a brand new Pacific type locomotive. The fireman on this trip became a close confidant of Mr. Anderson. Upon diligent questioning by Mr. Anderson, the fireman said all he could remember of that night was that the engine was riding extremely rough I expect they were!!

Of one thing you can be sure - any picture taken of the old Baring Cross/Argenta roundhouse after the turn of the century was sure to include a 7500 nee 1600. They were fine locomotives but unfortunately overlapped from one railroad era to another, that of wooden passenger cars into one of steel passenger cars. For a few short years, however, they really "balled the jack."

In 1906 they were instrumental in enabling the Iron Mountain to secure the United States Mail contract between St. Louis and Dallas in "races" with the Missouri, Kansas and Texas. It is reported that Engine 7514 with Steve Mullen at the throttle ran from Little Rock to Texarkana with a refueling stop at Gurdon in just 2 hours and 39 minutes.... This being 1 minutes faster and .19 miles longer than the non-stop TEXAS EAGLES schedule a half century later!

Night Chief Dispatcher William A. Anderson of the Arkansas Division verified this record and they still tell the tale of Engineer Johnny Rabbit running 100 mph with the "mail" on the Missouri Division north of Riverside, Missouri. At the throttle of Engine 7505, Rabbit was doing his best to make up time with the fast mail, time lost right out of the Union Depot in St. Louis by an

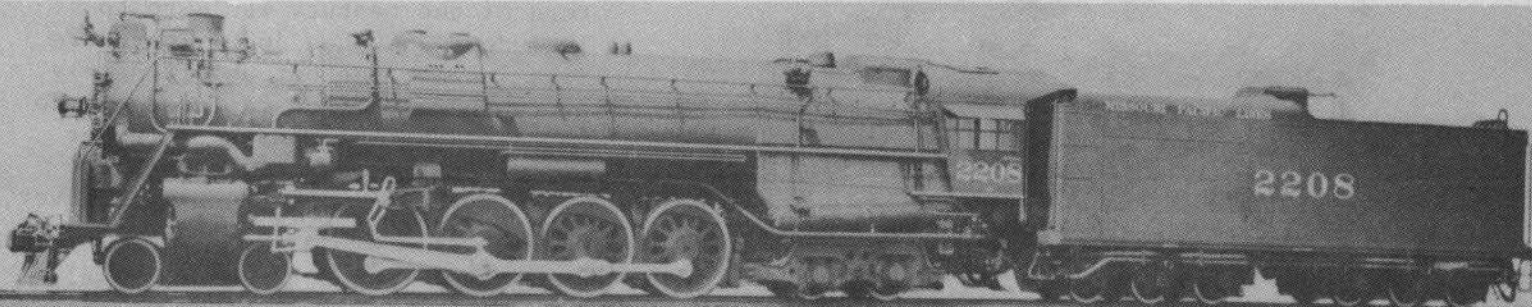
Due to a line change, the distance during the 1950's was .19 mile shorter. The southward trains averaged 54.10 mph and northward the average was 57.83 mph. By government edict the maximum authorized speed was limited to 79 mph. I have no idea what the maximum authorized speed was in 1904. Usually, on passenger trains at that time, they were given the running time between stations in the time card and were not supposed to exceed this. I have serious doubts that it was, in any case, in excess of a mile a minute, if that much. This energetic reporter had them beating that and then some - perhaps they did.



Our reporter's eyes may have been bothering him that chilly dawn for he wrote as he approached the depot he could see "the streaming headlights of fifty locomotives." The only way you could have gotten fifty locomotives in that old depot yard would have been to double-deck them! Maybe he stopped at one of the convenient "tea rooms" at Cross and Markham to fortify himself for his ordeal.

Reporting to the engineer he noted this gentleman had a "bunch of waste in one hand while with the other he prods a long-spouted oil can out and under the engine." He then compared Number 5's engine, the 1613, with a freight engine on an adjacent track. He writes, "No. 1613, as she stands on the rails measures sixteen feet and a half from the rim of her fleet wheels to the blackened edge of her smoke stack." Actually, diagram sheets show the 1600 series ten-wheelers to be just 14 feet 10 inches over the stack!

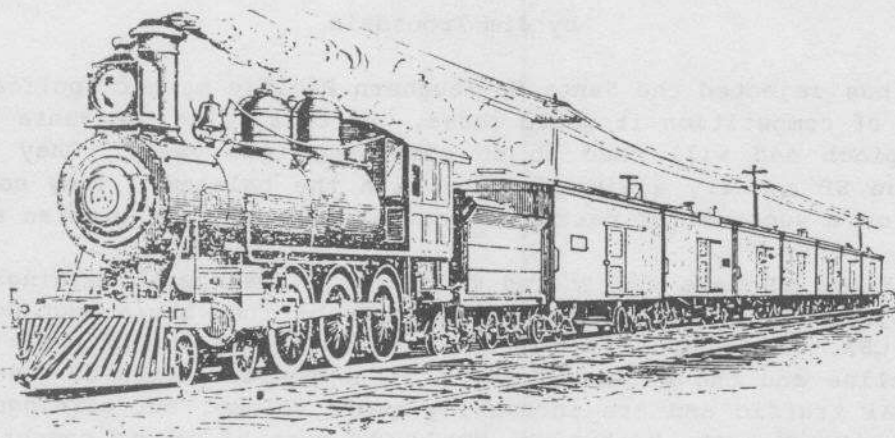
The tallest steam engines on the Missouri Pacific and the last built, the magnificent 2200 series 4-8-4's, were 16 feet one inch over the stack and just barely fit the Barrett tunnels to the west of St. Louis.



These 2200 series 4-8-4's of the Missouri Pacific were 16 feet - one inch over the stack. This particular engine, #2208, was built in 1943 by Baldwin. (MOPAC photo)

I guess our reporter was building himself up for the trip but there can be no doubt he was truthful when he reported, "I am free to confess that for the first thirty minutes on the 1613 I was terror stricken most of the time, gradually, as the rumble and jar became monotonous, the feeling disappeared." The only actual delay Pore reported, other than regular stops, was two minutes at Alexander getting a clearance card. This time was made up and they pulled into Texarkana "tired and dirty...exactly on schedule time."

The southward trip was made during daylight hours while the northward journey on Train 2 was at night and the night can do strange things to ones senses. Pore got pretty well carried away...or did he? No. 2 was ten minutes late out of Texarkana account loading mail and theater scenery. It was "wet and cold and blowing a regular gale." Somewhere on the trip, it is hard to judge just where, he writes, "but with hand on the throttle, knee against reverse lever and eyes straight ahead he works his 'old girl' into fifty --- sixty --- sixty-five --- seventy and eighty miles an hour and thunders like a cyclone toward Little Rock." Could be ... but under the conditions met 80 odd years ago this was really moving. Between Benton and Little Rock the engineer, in answer to Pore's question advises they were running seventy miles an hour.



One of my prized possessions is a large photograph of the 7505 made in March 1927 on the roundhouse lead at Cotter, Arkansas (below). At this time, Mr. Anderson was Chief Dispatcher on the White River Division and my father was his general factotum. The 7505 was polished up to handle a "Booster Club" special to Carthage, Missouri and Dad and Mr. Anderson were snapped adorning the left cab window of the handsome ten-wheeler. The rest of the folks in the picture were brakeman Sneed Noe Collins, whose son and old school mate of mine recently retired as conductor, Oran McSpadden, telegraph operator, Engineer Fred Aten and "Humpy" Barnett, fireman. Rough riding, yes, but these old ten-wheelers would bark like a fox and they could really move the mail.



Missouri Pacific #7505, ex- MP 1105 taken in Cotter, Arkansas March 11, 1927. (W. M. Adams collection)

- END -

NEW POSSIBILITIES IN THE WEST

by Jim Trousdale

The ICC has rejected the Santa Fe-Southern Pacific merger application, citing the reduction of competition it would cause. At this point the Santa Fe is feeling a financial pinch and will need to do something this year. They might sell a portion of the SP and try again to merge with the balance. They could sell the whole system or a substantial part of it and look at merging with an eastern line.

Both ATSF and SP have not shared much in the upsurge in earnings other railroads have enjoyed since deregulation. Neither of them hauls much coal, compared to BN, NS or CSX. The petro-chemical industry which was one of their best customers is in decline and the whole Southwest is depressed. Both of them are heavily into intermodal traffic and are increasing their volume, but earnings are another story. To compete with the highwaymen TOFC/COFC must be priced competitively. Another factor is that both ATSF and SP carry many manufactured goods. Volume in that category has been down for several years.

The two Southeastern/Eastern giants, Norfolk Southern and CSX (Chessie, Family Lines, et al) would both be happy to have the SP or the ATSF or both. If one of them becomes a transcontinental the other will certainly be working on doing it also. Conrail, if it manages to stay independent, would certainly have a much better chance of survival if it became a transcontinental. The more logical choice of a partner would seem to be Santa Fe, but they could work with the SP quite well.

The Santa Fe will probably want to retain as much of the SP as possible or sell portions of it to lines least likely to damage Santa Fe's position. The original Central Pacific might go to the Rio Grande along with Winnemucca-Klamath Falls-Eugene and trackage rights into Portland or perhaps everything north of the Ogden-Oakland line, branches in Nevada (candidates for shortline status) and whatever they can negotiate in the Bay Area and perhaps elsewhere in California. Both UP and BN would be happy to get any or all of the SP, but the Commission probably wouldn't approve more than a small portion going to a giant in the same region.

At a minimum the Santa Fe will probably want to retain a half interest in or trackage rights over Kansas City-St. Louis, Houston and Beaumont-New Orleans and Ft. Worth-Memphis and St. Louis or they might revive their interest in the former Rock Island Choctaw Route Amarillo-Memphis. Portions of this line are being operated by shortlines and a piece east of Little Rock now belongs to the UP. Getting into Memphis over the Cotton Belt looks more sensible. The former RI line between Kansas City and St. Louis still exists, to the best of my knowledge, but tonnage moves via trackage rights over the UP(MP). Some local service is provided on portions of the RI line.

The human factor should be considered also. SP people in San Francisco were not thrilled at the prospect of transfer to Chicago. Norfolk or Richmond might not be so bad, Roanoke sounds good, Jacksonville sounds better, but Philadelphia would be worse than Chicago. Of course some may disagree with my ranking of possible locations, but almost all should agree that San Francisco would be hard to give up.

I am in favor of Conrail's survival as an independent investor (including employees) owned business. They have done a better job of rationalizing the mess they inherited than some of us thought possible. I would like to see Conrail get a substantial portion of the SP or at least the Golden State Route and most of the trackage in California and Oregon. They might want to take a good look at the Rio Grande as well; they would connect at Kansas City and Ogden or wherever. Going around through El Paso is many more miles for the same money; perhaps that had something to do with the once-mighty SP being near bankruptcy.

A more logical and workable combination might be Conrail and Santa Fe plus trackage rights between Kansas City and St. Louis; Houston, Beaumont and New Orleans; Ft. Worth, Dallas, Houston and Tenaha to/from Memphis and St. Louis and other arrangements that would contribute to operating efficiency and good competitive position.

The Southern Pacific might then combine or negotiate mutually favorable agreements with the Rio Grande and Katy or Kansas City Southern. The optimum enhancement would be trackage rights Kansas City-Chicago. The Santa Fe might be reasonable about this if they can get all the trackage rights they want. The Chicago and North Western might be very interested in the SP, or part of it plus the DRGW, if all parties can conclude a reasonable agreement.

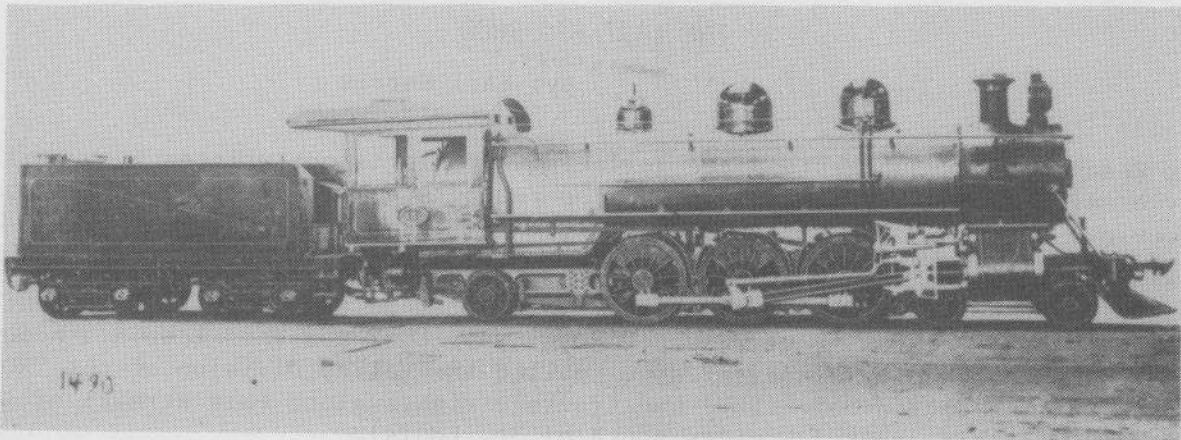
Norfolk Southern and CSX will not be silent observers. They will both want to make the best deal they can, particularly if Conrail manages to stay independent and expand into the West. The SP could very well be dismembered. I would suggest both could continue to do business with SP in more or less its present form, and of course major interterritorial gateways would have to remain open as part of almost any merger the Commission would be likely to approve.

All of this depends on who wants to make a deal and what the various parties can negotiate and finance. Some combinations that would appear very attractive geographically may well be unreachable because of financial problems. Any and all of it will have to be approved by the Commission, which certainly does not appear to be ready to be phased out.

Some interesting realignments and track sharing can be expected. The long term result will probably be in the direction of concentrating traffic on the more efficient and well maintained lines and a "Balkanization" of the remaining trackage as predicted by John Kneiling. The operators of these smaller lines will be better able to manage their properties than the giants and will work out agreements among themselves and sometimes with the giants and may very well put together some routes that will make their more efficient regional lines and short lines quite viable. Remember the Alphabet Route?

One very positive result of the ATSF-SP's proposed merger is the new color scheme that they have adopted. It is not only quite attractive but about as good from a safety standpoint as could be found. I certainly hope it survives on a major system.

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NEW ZEALAND PACIFIC

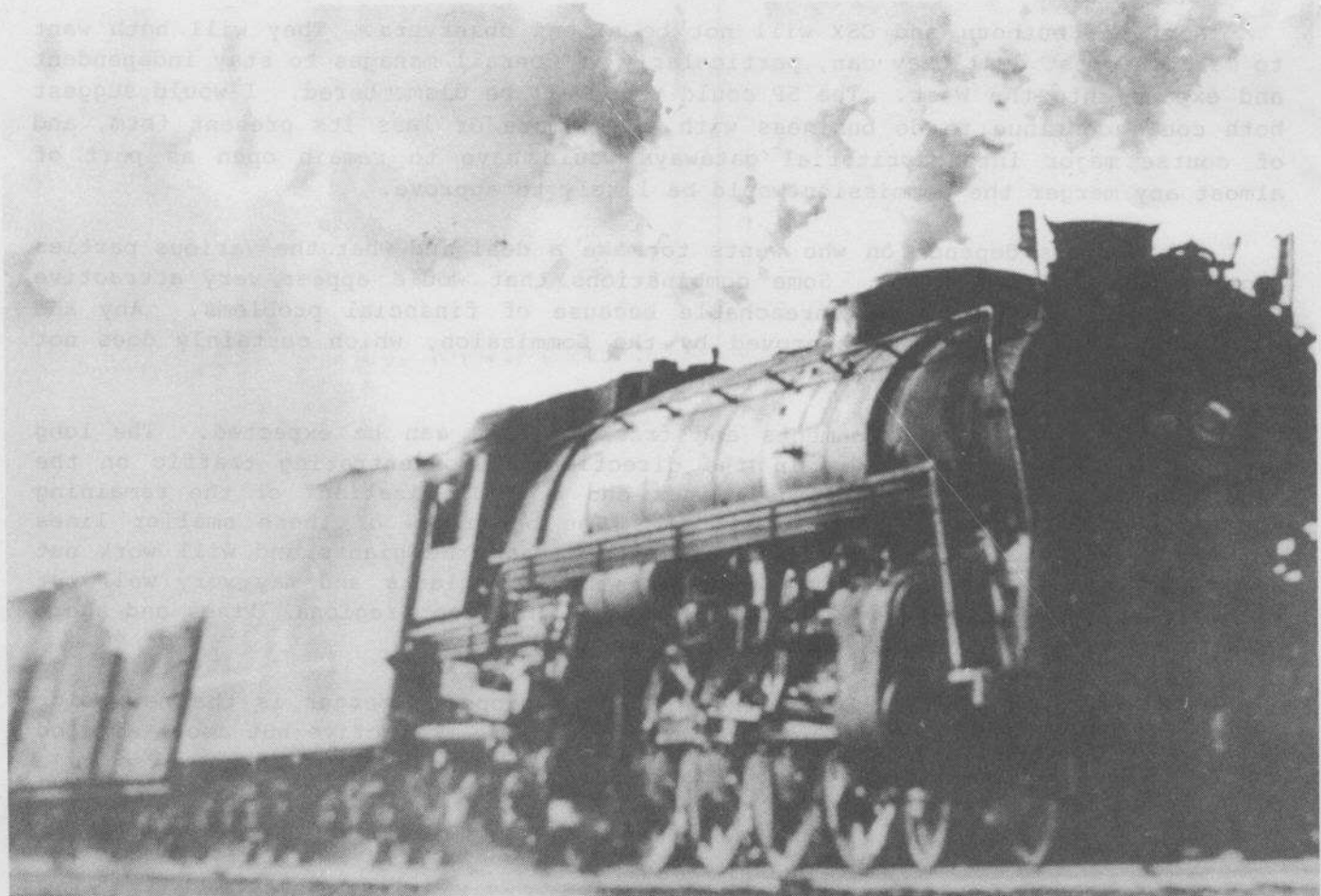
by: Clifton Hull

Early in the 20th century, there was an acute demand for a new type of engine on the railways of New Zealand. This new engine had to be capable of switching; it must be able to work either freight or passenger; it must have a short wheel base, large boiler, big drivers, distributed axle load, long firebox, and weigh less than 100 tons; and it must burn lignite coal. Mr. L. G. White, chief mechanical engineer, began a search of English manufacturers, but it soon was realized it was futile to look to Britain for what he wanted. Their conventional engines for the "colonies" were narrow gage little coffee pots, and no British engine builders were anxious to turn out a special engine for such a small customer.

Mr. White was determined to have the best, and the Railway Board gave him a free hand. The North American engine builder's catalogs were inspected closely by brass hats at Petone, New Zealand shops, but nothing suitable was found. Finally, messages were exchanged with Baldwin Loco Works in Philadelphia. The New Zealanders were asking for a six-coupled engine with trailer wheels to carry the firebox. The 4-6-2 wheel arrangement wasn't new in America, but its reputation wasn't good, and none of its kind was in existence.

Soon after delivery, the builders had planned similar engines for American roads. The first "Pacific" type of locomotive operated successfully in the world was the No. 350 for the New Zealand Government Railways, and began regular schedules on January 4, 1902. There were 13 of these engines built by Baldwin for NZR, and they gave many years of faithful service.

- END -



W.T. Church

THE LAST BIG SHOW

by: Earl Harris

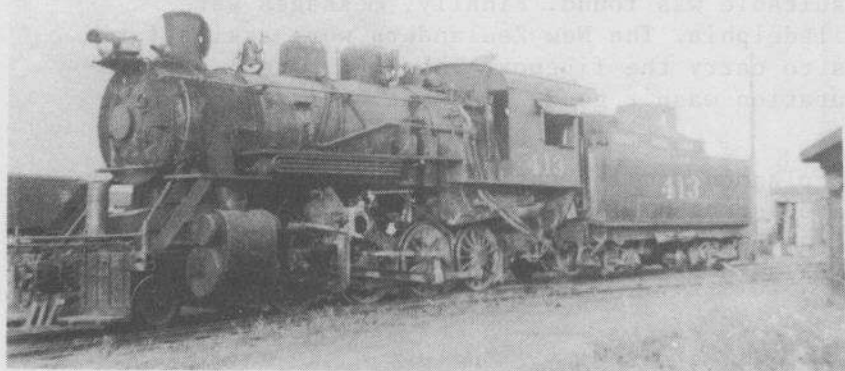
Dear Reader, please understand the following article is not written by a railroader, only by a railfan and the dream of one day operating steam locomotives in regular rail service.

December 7, 1941, a date most of us over 45 years of age will not forget. I was a farm lad of 15 years at the time. The final show of steam started (to me) on this day of a Japanese double-cross. Fate, Chance, Destiny or Luck put this lad in a home some 300 yards from the shining blades of steel called the Valley Division of the "MOP" Railroad Line. The Cotton Belt (SSW) had trackage rights along this stretch of line (in Southern Illinois about 140 miles south of St. Louis).

On the above stage, steam would perform its' final show for all to see. I was lucky enough to be an avid observer. The Valley Division always seemed to me to be a fairly busy line even during the Terrible Thirties.

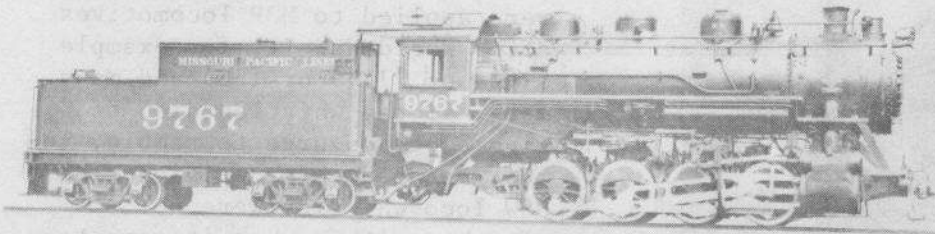
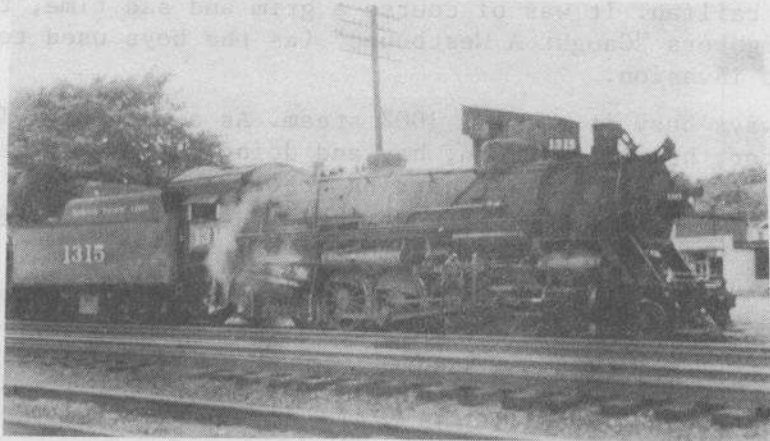
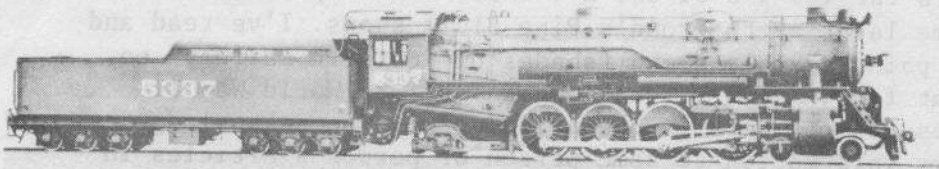
Well I had only seen the tip of the iceberg in those days. A while before December 7, 1941, National Defense had provided a lot of revenue for the nation's rail lines. With the War Effort, gasoline and rubber rationing, extra troop movements, oil trains to the east, war material and etc., the Valley Division was a busy stretch of iron. At this late date I may have forgotten some of the details of what Mr. Dave Morgan (Editor of TRAINS) called "Steam's Finest Hour".

It's truly an apt description of this observer. I read somewhere once at the start of World War II the average age of our country's steam locomotive was 34 years of age. Have you bumped into any 35 year old EMD's or GE products on a Class I rail line lately? My guess is they are scarce.



MoPac 2-8-0 #413, Wichita Kansas June 6, 1948 (originally #1274 built by Brooks Locomotive Works in 1903). Collection of W.T. Church.

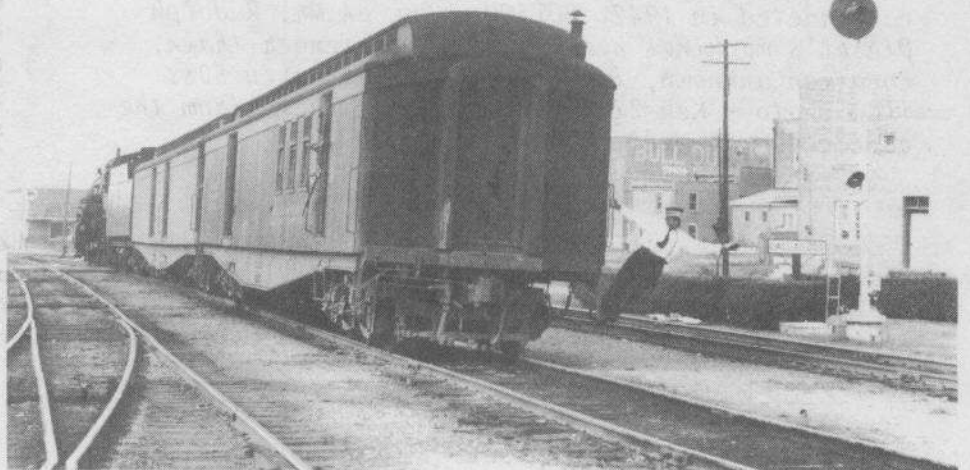
The MoPac's prime freight movers over the Valley Division at this time were the 12-13-14 & 1500 series 2-8-2's. The heavier of the 14 and 1500 series had the lion's share of heavy freight trains. The 12 & 1300's were used on local freight to some degree. The 1200 series were used many times on locals. I can recall during the war's closing years seeing two 1400 series engines in regular use on locals, one at a time, of course. Many times during this period of years, I saw numerous 2-8-0 locomotives of the 1 to 172 series used on locals. The high point of a day for me was to see a 6000 series 4-6-2 or a 5300 series 4-8-2 running a "break in" run on freight.



TOP - Missouri Pacific #5337, just out of the shops of American Locomotive Company in 1927. It used coal, had 73" drivers and 63,665 lbs of tractive power with a weight of 256,300 lbs. (MOPAC photo). MIDDLE - MOPAC #1315, a 2-8-2, taken in Pacific, Missouri in 1939. Built for the Pennsylvania RR but was too large for them. Served the MOP from Little Rock to Memphis. The top number on the locomotive was removed just before it was acquired. (W. C. Thurman photo). BOTTOM - MOPAC #9767, a 0-8-0 switcher built in 1929 by Lima Locomotive Company. This just-out-of-the-shops engine used oil, had 51" drivers, tractive power of 57,750 pounds and weighed 221,000 pounds. (MOPAC photo).

out to be a very wise decision by management. I have seen these machines on freight many times over their operating years as well as on troop trains. They had the largest driving wheel diameter of any modern SSW steam locomotive, 73". One more batch of seven 4-8-2 type was purchased by the SSW (Cotton Belt) from the Rock Island early in 1941. These saw much use as freight haulers.

One of the five SSW 4-8-2's bought from the Florida East Coast in 1936, #677, switches head-end cars at Dallas Jct, TX ca 1939. Ex 7/36 FEC 411, it was built by ALCO in 1924 and later sold by SSW to Luria Steel, St. Louis on 2-17-53. Baggage-express car number unknown, Baggage-mail (closest) is #78, built by ACF in 1913. (Negative from the collection of Dave Briggs).



Since the only passenger trains that passed were the SSW's "Stars", seeing a passenger locomotive was memorable to me. The "Stars" at this time passed at night. Somewhere in these years I recall seeing #2514, a MOP 4-6-0 in use on a work train over the line. It remained in our area quite a while. I also saw another 4-6-0, MoPac #2349 on the Valley. Being in a rural area, I only saw switching locos being transferred to another yard or en-route to or from the shops. I can recall seeing one MOP 0-6-0 # 9458. I did see several 9700 series 0-8-0's.. these were always making a reverse move. I always figured they did this so the tank trucks would act as lead trucks.

The SSW's main stay of power over the Valley seemed to be their 5 and 700 series 2-8-0's. These chunky little machines seemed as much at home on a troop train as on a Colton Reefer Block. Of course, the SSW's "Stars" passengers rated a 600 class 4-4-2 Class E2, a handsome little Atlantic type, or a 600 series 4-6-0 at times. I'll bet some of our steam tourist lines would love to have a 4-4-2 today.

Next in line of course would be the SSW's Class GQ 4-6-0's in the 660-667 series. Some of these machines sported Box-Pox or Scullin Disc drivers to ease rail pounding at speed.

In 1936 the SSW obtained five used 4-8-2 Mountain-type locomotives from the bankrupt Florida East Coast. This turned

Last but not least by far were the 4-8-4's of the L-1 class built by Baldwin Locomotive Works in 1930 and some later at the road's Pine Bluff shops. I've read and been told the boiler jacket was painted apple green (shades of Southern Railway) on either the first one or the first five, I can't recall which. Before World War II ended, 20 of these great machines (to me) were in operation. I wish to acknowledge my grateful thanks for some of my information to some person or person's articles in the long-departed RAILROAD MAGAZINE.

Well, you now have a list of the characters in the cast I call "The Last Big Show". What a show it was for an avid steam railfan. It was of course a grim and sad time, those War Years. Some of my friends and neighbors "Caught A Westbound" (as the boys used to say) in a Pacific jungle or beachhead invasion.

The Valley Division rails were always busy it seemed, 100% steam. As a farm boy, I saw the show from the seat of a tractor, harvesting corn, hay and doing chores, or just loafing and looking. In all this euphoria of my show, a jarring note was struck now and then...Mr. Rudolph Diesel's machine had crept in here and there mainly on passenger trains and as switchers.



TOP- SLSW #819 on her maiden test voyage April 17, 1986 in Pine Bluff after being rebuilt in the same Pine Bluff shops in which she was originally constructed in 1942. BOTTOM - One of Mr. Rudolph Diesel's machines heading a MOP passenger train, location unknown, in the late 40s or early 50s. (Top photo - Ken Ziegenbein; Bottom photo from the collection of William Church).

With this in mind, I looked at the show a bit more closely and listened a bit harder to the dialogue. What a dialogue it was!

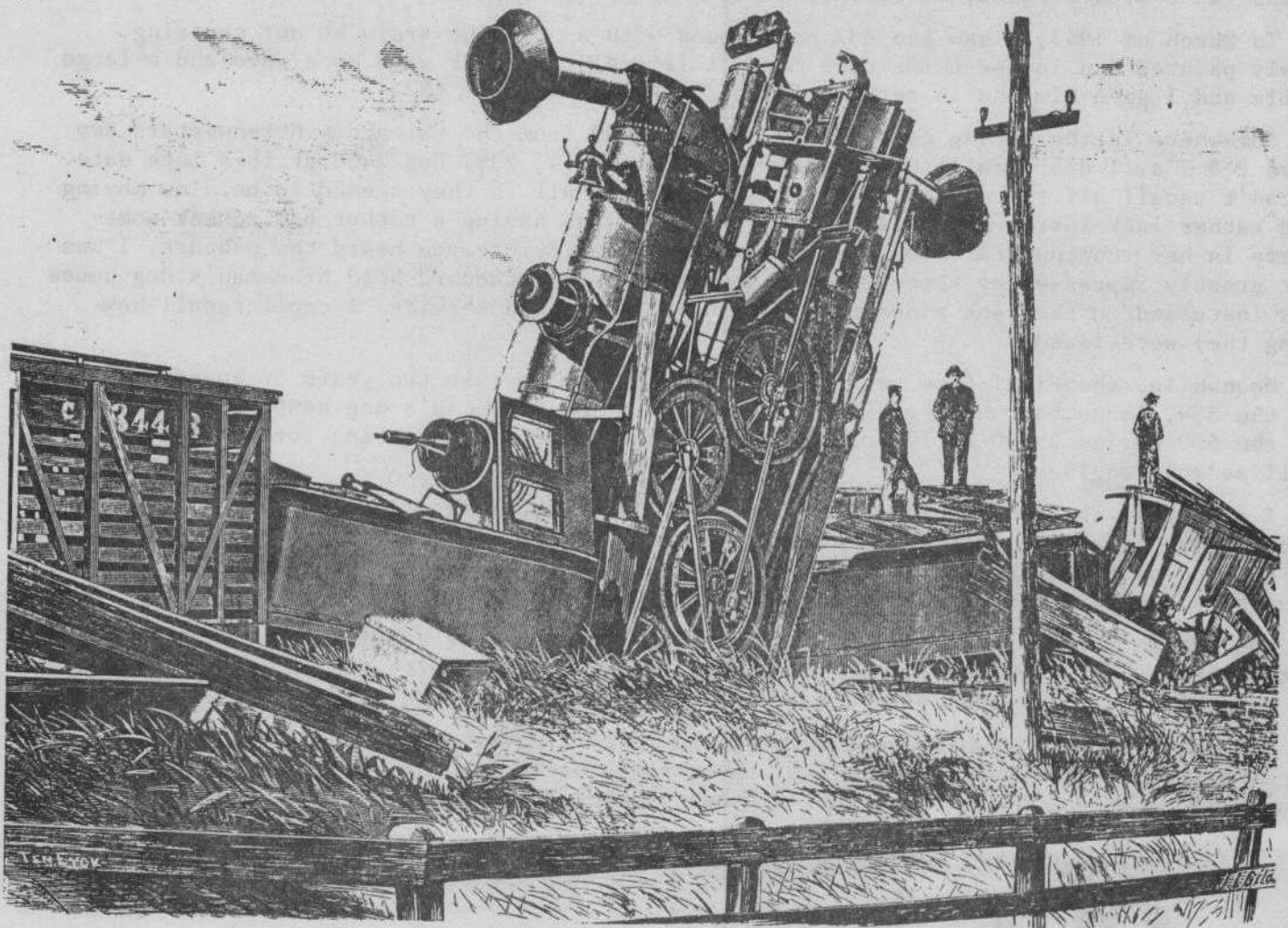
Before the foghorn whistles were applied to MOP locomotives after World War II, for example #1404 or #1419 or 1565 and many more, if the whistles didn't give a person urge to ramble, he must be dead in my opinion. The SSW loco whistles were no slouches either when it came to "move on" tunes. I especially loved the sounds of the 800's whistles. The machine gun-like chatter of their exhaust was also something to hear. I often wish I could have captured the sights and sounds of the action in this drama. Thank GOD some people had good cameras and took photos 'ere the curtain came down.

As if the load from the war wasn't enough, Ol Man Mississippi called on the Valley Division in the Spring of 1943 and did an encore in 1944! Needless to say, he was a villian to the Valley Division and the valley residents, me included.

One day in the early 1940's I was on the old John Deere tractor waiting for a south-bound SSW freight to clear our farm crossing. As the tail end neared, I almost fell off my seat! Just ahead of the hack was a new character. Under steam was the only 4-4-0, Number 610, that I'd ever seen, or would see under steam till the "General" in 1962. I learned years later it was on its way to Pine Bluff.

Some of the traffic on the Valley became just a mite heavy with disasterous results. Imagine a cloudy, rather misty, chilly night, temperature about 35 degrees in early November 1942. The traffic rush was in full bloom. All my family had retired (I'm a night person at heart) but me and were asleep. I too went to bed as a northbound freight

rolled by. In about 10 minutes, another freight followed the first one. The rumble of the wheels had me in a light doze when suddenly it stopped. As it did so, I heard a third one blowing for the grade crossing at Ware, a village approximately 1½ miles south of our home. Even as I heard the crossing blast of the train at Ware, I heard a rather hasty whistle ordering out a flag on the stopped train. I hit the floor and got to a window just in time to see them hit.



Train Number 2 (tail-ended) had some tank cars or oil and one of asphalt and one of gasoline or some very flammable liquid. The wreckage seemed to catch fire almost on impact.

Meanwhile, the rest of my family were still sound asleep. Since flames by now were roaring 60 to 80 feet in the air, I decided to roust the sleepyheads from their slumbers. About this time someone had uncoupled all but two or three of the upright cars on train #2 and pulled them away. The heat was so intense we could feel it through our single pane window some 300 yards away. A hurried decision was made to get dressed and while in the process of dressing we heard a loud explosion and saw a brilliant flash and it was already pretty bright outside. We fled immediately at this point on foot to a neighbor's home through a field for a distance of a mile. Fortunately, no one was hurt. The next day we learned a tank car had exploded.

All that probably saved our house, barn and outbuildings was the fact the tank car derailed and the top of it was east toward our empty field. From the filler dome to one end of it, it looked as if someone had split it open from the inside with a dull axe.

The locomotive involved in the wreck was No. 682, one of the ex-Rock Island 4-8-2's bought by the SSW. Fortunately no one was seriously injured, so far as we could learn. I never knew where blame was placed, being only a spectator to this mishap. I did hear that the flagman got three telegraph poles back before the 682 was upon him. No. 682 and tender derailed, but stayed upright. There wasn't enough left of the wooden "hack" to tell which road it was from. Several tank cars were derailed on the "tail-ended train". A PFE reefer with cold storage chickens was behind the 682's tank. It was derailed, but remained upright. It also burned half way down its sides. Many visitors to the wreck took home a few chickens (meat was rationed you know). We heard later they were inedible as they all had an oily taste from the oil fire. Both tracks were blocked, of course, for several hours.

Meanwhile, most of these trains were detoured over the Illinois Central's branch line (the Texas Branch) from the MoPac interchange track at Gale, Illinois to the IC-MOP interchange, four miles north of the accident at Wolf Lake. This line was cinder ballast, old ties and as a result of its condition the detoured trains operated at a speed of 20 MPH all of the way.

By the second morning after the wreck, trains were moving over the Valley's twin mains (at a slower speed, of course) at the wreck site anyway.

In March of 1943, I saw the 682 northbound with a freight train at our crossing, newly painted and in her prime once more. A friendly engineer gave me a wave and a large smile and I gave him one in return. I feel he knew about the 682.

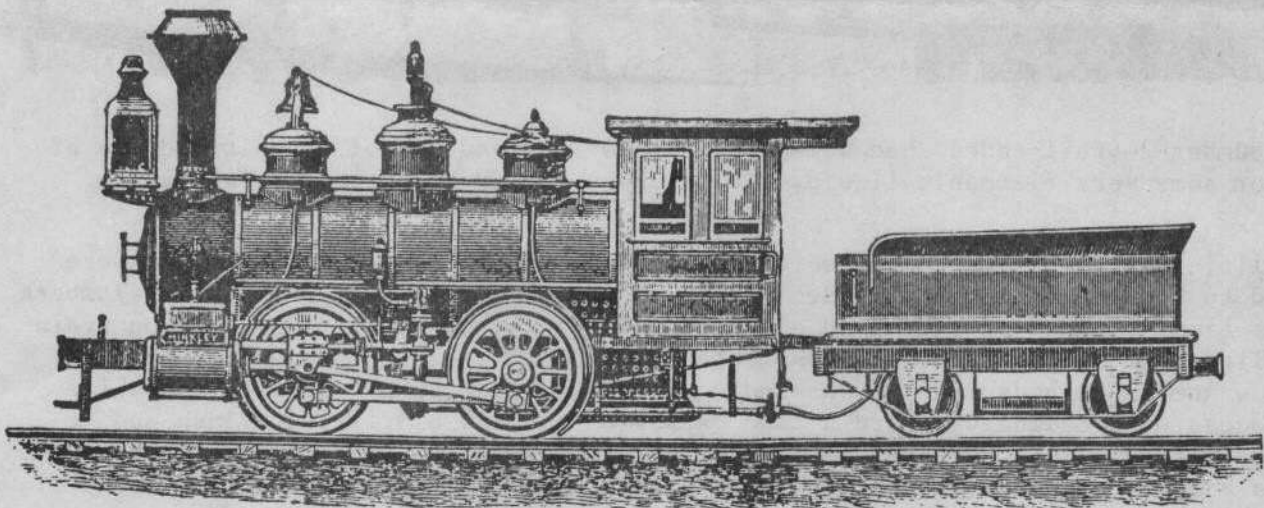
Somewhere in the spring of 1943 the MoPac leased from the Chicago & Northwestern Rwy five 2-8-2's. I can recall the locomotive Numbers 2364, 2397 and 2402 at this late date. I can't recall all the engine numbers. All I can recall is they seemed to be slow moving and rather lack-luster machines. I recall the 2364 as having a rather bad squeak somewhere in her running gear. You could hear the squeak before you heard the exhaust. I was not greatly impressed by these leased locomotives. The standard head brakeman's dog house was installed on the tank since they were used in freight service. I can't recall how long they were leased.

Meanwhile, the Final Show went on. I'd noticed in the last two years or so of wartime on the SSW, large back-up lights were attached to the brakeman's dog house door of some of the 500 series 2-8-0's. I finally reasoned they were pinch hitting for switchers as well as road engines.

I once saw an SSW southbound freight with a 4-4-2 pulling 25 or so cars. Also in those years I saw one or two new ESPEE A.C. Cab In Front locomotives, being pulled dead in tow to the Southern Pacific for service. Also one time I saw a SSW large 2-6-0 being sent to Pine Bluff for repairs dead in a train.

Yep, steam put on one great gallant last show during these critical years of our nation at war. I was proud of the job the railroads had done with the steam locomotive in those years. I am proud of the railroaders themselves for the super job they did.

Did you ever look at a steam locomotive at rest? I have many times in the years past. In almost all cases, one finds 100% of their parts had a function toward its operation. I never look at one, but what I feel a great respect for the crews that manned them.



Oh yes! After World War II and the "growlers" had replaced the MoPac's 21 and 2200 series 4-8-4's from the St. Louis to Kansas City runs, they were demoted to the Valley Division. What a machine they were! They'll remain right at the top with me, so far as 4-8-4's are concerned. (See photo on page 7).

I also recall seeing a displaced 2-10-2 No. 1702 on a local freight about this time.

On November 11, 1951, a Police Action called me away. I spent most of my idle moments wondering just how many steam locomotives still served on the Valley Division and steam's fate anywhere in the USA.

On October 18, 1953, I detrained from MoPac's EAGLE at Kirkwood, Missouri from Camp Carson, Colorado and was taken to my home beside the Valley by auto. Imagine my delight to see a MoPac 2-8-2 No. 1497 slogging south on a coal drag. But a few days at the old farm home told a different story.

I laid awake nights, waiting to hear a chime whistle's lonely sound. All I ever heard was the harsh blast of an air horn. SSW had made its' last steam run about the time I came home.

I saw a few steam locomotives on the MoPac after October 18, 1953. The ones I recall are: Numbers 1423 and 5342 on freight runs. The very last steamer I would ever see on the MoPac would be the 1275 on a local freight. The world has become a poorer place to live for avid steam locomotive fans.

The Republic of China still builds and operates coal-fired 2-10-2's in 1986. Strange isn't it? After the Chinese invented gunpowder somewhere around 400 B.C. I've read somewhere!

Yep, I still watch a passing train when I can. The caboose is at present on its way out. It will soon be 100% eliminated I predict.

How would our present rail system perform in a national crises??? I have grave doubts our present rail system could make a difference in a crisis such as World War II. The oil-producing countries have us at the present by our collective throats.

Nope, I didn't become a railroad engineer, I turned to auto mechanics instead. I am still a railfan when steam power is involved. I will say railfans have been a prime mover in the preservation of some steam locomotives and other railroad equipment of other times. This of course covers many items once used by the industry.

At 60 years of age, I could wish I were only 35 or 40 I suppose. Truthfully, I would not wish to be younger in years. If I were, I'd have missed the Final Show. I have seen and heard steam operate across most parts of the USA plus Korea and Japan.

If I may borrow part of a quote from our late Will Rogers: "I never met a steam locomotive I didn't like".

- END -

(Earl Harris, a member of the Arkansas Railroad Club, resides at 22 Houser Ct., Lincoln, Illinois 62656 - He'd probably like to hear from other steam fans)

ABOUT THE 819

by: Jim Johnson

"The rebirth of the engine (SSW 819) was proof of the power of Larry French's pen and Sally Miller Perdue's prevelation, of the extent of Jake Commer's organizational and Bill Bailey's technical expertise. It was the realization that the knowledge of an era represented by Cotton Belt retirees like T.D. Davis, Jack Stone, Joe McCullough, Joe Gaske, John Ham and Allen Nesbitt would be preserved by a generation of youngsters like Sean Reed. It was the indication of the pride employees like Bill McCaskill and James Matthews, who volunteered their services, have in their company and their industry, as well as the dedication rail enthusiasts like Darrel Cason, Joe Narbutowitch, Monty Pride, Barry Robinson, Rusty Hughes and Peter Smykla have to their "hobby" (sounds almost like a full-time job to me). But most of all, it was - and is, and hopefully forever will be - the realization of a dream - a dream shared by many.

Do dreams come true? The dream of an operating 819 did because so many cared. Faith can move Mountains; the 819 is a Northern, so it took a little work along with the faith!"

(Jim Johnson is manager of Public Relations for the Cotton Belt and editor of the COTTON BELT NEWS from which this epilogue was taken.)

KANSAS CITY, MO.

Effective Sunday, August 16, 1964, at 12:01 A. M. Trains will arrive and depart as follows, Central Standard Time:

SANTA FE		
Depart	LINES WEST OF MISSOURI RIVER	Arrive
15	The Texas Chief, for Wichita, Ft. Worth, Houston, Galveston, Dallas	1.50 am
17	The Super Chief—El Capitan, for California	2.05 am
7	Mail-Express only	9.00 am
3	Passenger, for stations in Kansas only	9.15 am
211	The Tulsan, for Ottawa, Chanute, Bartlesville, Tulsa	5.00 pm
19	The Chief, for Colorado, New Mexico, Arizona, California via Topeka	4.55 pm
11	The Kansas Cityan, for Topeka, Wichita, Oklahoma, Texas	5.05 pm
23	The Grand Canyon, for Lawrence, Topeka, Emporia, Newton, Hutchinson, Dodge City, La Junta, Grand Canyon, Arizona, California	9.30 pm
1	San Francisco Chief, for Northern California	10.50 pm
47	Oil Flyer, for Ottawa, Chanute, Bartlesville, Tulsa	11.59 pm
LINES EAST OF MISSOURI RIVER		
16	The Texas Chief, for Ft. Madison, Galesburg, Streator, Joliet, Chicago	1.35 am
18	The Super Chief—El Capitan, for Chicago	5.50 am
2	San Francisco Chief, for Chicago	6.25 am
24	The Grand Canyon, for Chicago and Intermediate Stations	5.15 am
12	The Chicagoan, for La Plata, Ft. Madison, Galesburg, Joliet, Chicago	12.25 pm
8	Mail-Express only	7.00 pm
20	The Chief, for Chicago	10.55 pm
16	The Texas Chief, from Dallas, Galveston, Houston, Ft. Worth, Wichita	1.15 am
18	The Super Chief—El Capitan, from California	5.35 am
2	San Francisco Chief, from Northern California	6.00 am
24	The Grand Canyon from California, Arizona, La Junta, Dodge City, Hutchinson, Newton, Emporia, Ottawa	4.45 am
12	The Chicagoan, from Oklahoma City, Wichita, Newton, Emporia, Topeka	12.05 pm
212	The Tulsan, from Tulsa, Bartlesville, Chanute, Ottawa	12.10 pm
4	Passenger, from stations in Kansas only	3.00 pm
8	Mail-Express only	6.00 pm
48	Oil Flyer, from Tulsa, Bartlesville, Chanute, Ottawa	10.00 pm
20	The Chief, from California	10.30 pm
15	The Texas Chief, from Chicago, Joliet, Streator, Galesburg, Ft. Madison	1.30 am
17	The Super Chief—El Capitan, from Chicago	1.55 am
9	The Kansas City Chief, from Chicago, Joliet, Streator, Galesburg, Ft. Madison	7.00 am
7	Mail-Express only	7.55 am
19	The Chief, from Chicago, Joliet, Galesburg, Ft. Madison, La Plata	4.35 pm
23	The Grand Canyon, from Chicago	8.50 pm
1	San Francisco Chief, from Chicago	10.25 pm
BURLINGTON ROUTE		
Depart	LINES EAST	Arrive
36	Kansas City Zephyr, for Quincy, Galesburg, Chicago	12.20 pm
56	American Royal Zephyr, for Quincy, Galesburg, Chicago	10.25 pm
55	American Royal Zephyr, from Chicago, Galesburg, Quincy	7.00 am
35	Kansas City Zephyr, from Chicago, Galesburg, Quincy	7.30 pm
LINES NORTH, WEST AND NORTHWEST		
27	Atchison, St. Joseph, Iowa Points and Omaha	9.15 am
21	Atchison, St. Joseph, Iowa Points, Omaha (Colorado and California Connections), Lincoln (Billings Connections)	4.45 pm
23	St. Joseph, Council Bluffs, Omaha and Lincoln	11.15 pm
22	Council Bluffs, Omaha and St. Joseph	8.30 am
20	Lincoln (Billings Connections) and Omaha	12.15 pm
26	Omaha and St. Joseph Evening Express	8.59 pm
ROCK ISLAND LINES		
Depart	LINES EAST OF MISSOURI RIVER	Arrive
4	The Golden State, for Chicago	11.05 am
18	Twin Star Rocket, for Des Moines, St. Paul and Minneapolis	9.30 am
16	For Trenton, Des Moines, St. Paul, Minneapolis	8.00 pm
15	From Minneapolis, St. Paul and Des Moines	7.55 am
17	Twin Star Rocket, from Minneapolis, St. Paul and Des Moines	9.10 pm
3	The Golden State, from Chicago	9.25 pm
LINES WEST OF MISSOURI RIVER		
39	For Topeka, Arizona and California Points	9.00 am
17	Twin Star Rocket, for El Reno, Ft. Worth, Dallas, and Houston	9.40 pm
3	The Golden State, for Arizona and California	10.00 pm
4	The Golden State, from California and Arizona	10.40 am
18	Twin Star Rocket, from Houston, Dallas, Ft. Worth, El Reno	9.00 am
40	From Arizona and California Points	8.15 pm
KANSAS CITY SOUTHERN		
Depart		Arrive
1	Southern Belle, to Pittsburg, Joplin, Fort Smith, Texarkana, Shreveport, Alexandria, Baton Rouge, New Orleans	9.25 am
15	To Pittsburg, Joplin, Fort Smith, Texarkana, Shreveport, Lake Charles, Beaumont, Port Arthur, Alexandria, Baton Rouge and New Orleans	10.15 pm
16	From New Orleans, Baton Rouge, Alexandria, Port Arthur, Beaumont, Lake Charles, Shreveport, Texarkana, Fort Smith, Joplin, Pittsburg	7.00 am
2	Southern Belle, from New Orleans, Baton Rouge, Alexandria, Shreveport, Texarkana, Fort Smith, Joplin, Pittsburg	7.45 pm
MISSOURI-KANSAS-TEXAS RAILROAD		
Depart		Arrive
5	"The Katy Flyer" for Parsons, Muskogee, McAlester, Durant, Denison, Dallas, Waco, Temple, Austin and San Antonio	8.35 am
1	Texas Special, for Parsons, Muskogee, McAlester, Durant, Denison, Dallas, Waco, Temple, Austin, San Antonio	10.00 pm
2	Texas Special, from San Antonio, Austin, Temple, Waco, Dallas, Denison, Durant, McAlester, Muskogee, Parsons	8.30 am
6	"The Katy Flyer" from San Antonio, Austin, Temple, Waco, Dallas, Denison, Durant, McAlester, Muskogee and Parsons	9.30 pm

(Continued on next page)

MISSOURI PACIFIC RAILROAD

LINES EAST		LINES WEST	
Depart			Arrive
12 Colorado Eagle, for Sedalia, Jefferson City and St. Louis.....	7.15 am	19 "The Missouriian," from St. Louis, Jefferson City and Sedalia.....	6.45 am
16 The Missouri River Eagle, for Sedalia, Jefferson City and St. Louis.....	12.20 pm	17 The Missouri River Eagle, from St. Louis, Jefferson City, Sedalia.....	2.20 pm
14 For Sedalia, Jefferson City, and St. Louis.....	4.00 pm	15 From St. Louis, Jefferson City, Sedalia.....	8.25 pm
18 "The Missouriian" for Sedalia, Jefferson City, St. Louis.....	11.35 pm	11 Colorado Eagle from St. Louis, Jefferson City and Sedalia.....	9.00 pm

LINES NORTH	
Depart	Arrive
11 Colorado Eagle for Pueblo, Colorado Springs and Denver.....	9.10 pm
17 The Missouri River Eagle for Leavenworth, Atchison, Falls City, Nebraska City, Omaha.....	2.40 pm
12 The Colorado Eagle, from Denver, Colorado Springs and Pueblo.....	6.55 am
16 The Missouri River Eagle, from Omaha, Nebraska City, Falls City, Atchison and Leavenworth.....	11.59 am

FRISCO LINES		FRISCO LINES	
Depart			Arrive
107 Sunnyland, for Ft. Scott, Lamar, Springfield, Jonesboro, Memphis, Birmingham, and Atlanta.....*	8.40 am	106 The Kansas City - Florida Special, Southeast, Florida, Atlanta, Birmingham, Memphis and Springfield.....*	7.10 am
105 The Kansas City - Florida Special, Springfield, Memphis, Birmingham, Atlanta, Florida and Southeast.....	11.15 pm	108 Sunnyland, from Southeast, Atlanta, Birmingham, Memphis, Springfield, and Ft. Scott.....	8.25 pm

UNION PACIFIC RAILROAD		UNION PACIFIC RAILROAD	
Depart			Arrive
17 Portland Rose, Streamliner, for Topeka, Manhattan, Junction City, Salina, Denver, Pocatello, Shoshone, Sun Valley, Yakima, Spokane, Portland, and Seattle.....	7.30 am	10 City of St. Louis, Streamliner, from San Francisco, Reno, Los Angeles, Las Vegas, Salt Lake City, Ogden, Denver, Salina, Junction City, Manhattan, and Topeka.....	9.05 am
9 City of St. Louis, Streamliner, for Topeka, Manhattan, Junction City, Salina, Denver, Ogden, Salt Lake City, Las Vegas, Los Angeles, Reno, and San Francisco.....	9.20 pm	70 Local, from Ellis, Hayes, Russell, Salina, Abilene, Junction City, Fort Riley, Manhattan, So. Mary's Topeka, Lawrence.....	7.00 pm
69 Denver Local, for Lawrence, Topeka, Manhattan, Fort Riley, Junction City, Salina, Russell, Hayes, Ellis.....	11.00 pm	18 Portland Rose, Streamliner, from Seattle, Portland, Spokane, Yakima, Sun Valley, Shoshone, Pocatello, Denver, Salina, Junction City, Manhattan, and Topeka.....	11.10 pm

WABASH RAILROAD		WABASH RAILROAD	
Depart			Arrive
210 City of St. Louis, for St. Louis.....	9.40 am	203 City of Kansas City.....	2.55 pm
212 City of Kansas City.....	3.55 pm	209 City of St. Louis, from St. Louis.....	8.45 pm

Note—Change in trains marked thus *.

**This Time Table is for the Exclusive Guidance
of Employes. Not for the Information
of the Public.**

No time table will be issued for the movement of trains over Kansas City Terminal Company's tracks, signal indications governing, and trains will use the time shown on their own line time tables between the junction points and Union Station.

**THE FOLLOWING SPECIAL RULES APPLY
TO UNION STATION, KANSAS CITY, MO.**

1. Limit speed of trains under train sheds not to exceed eight miles per hour.
2. Unless otherwise instructed by pilot or yardmaster, trains arriving Union Station on a clear track will proceed to the east or west service crossing except on tracks where interlocking signals are reached ahead of the crossing.
3. Train crews on arrival must extinguish markers and oscillating or other red lights on all passenger trains. Switch crews must not couple onto cars displaying lighted markers or red lights.
4. Porters must cut vestibule curtains where switching requires cuts be made between cars.
5. When it is not possible to avoid stopping engine or dining car under head house, crews should make every effort to prevent emitting of unnecessary smoke and gases.
6. Dining car crews must not drain sink water onto the ground while in the Station.
7. Before departing train crews must ascertain if all passengers have descended to train.
8. All lost articles recovered on the property, including those found on trains, must be promptly turned in to the Lost Article Department.

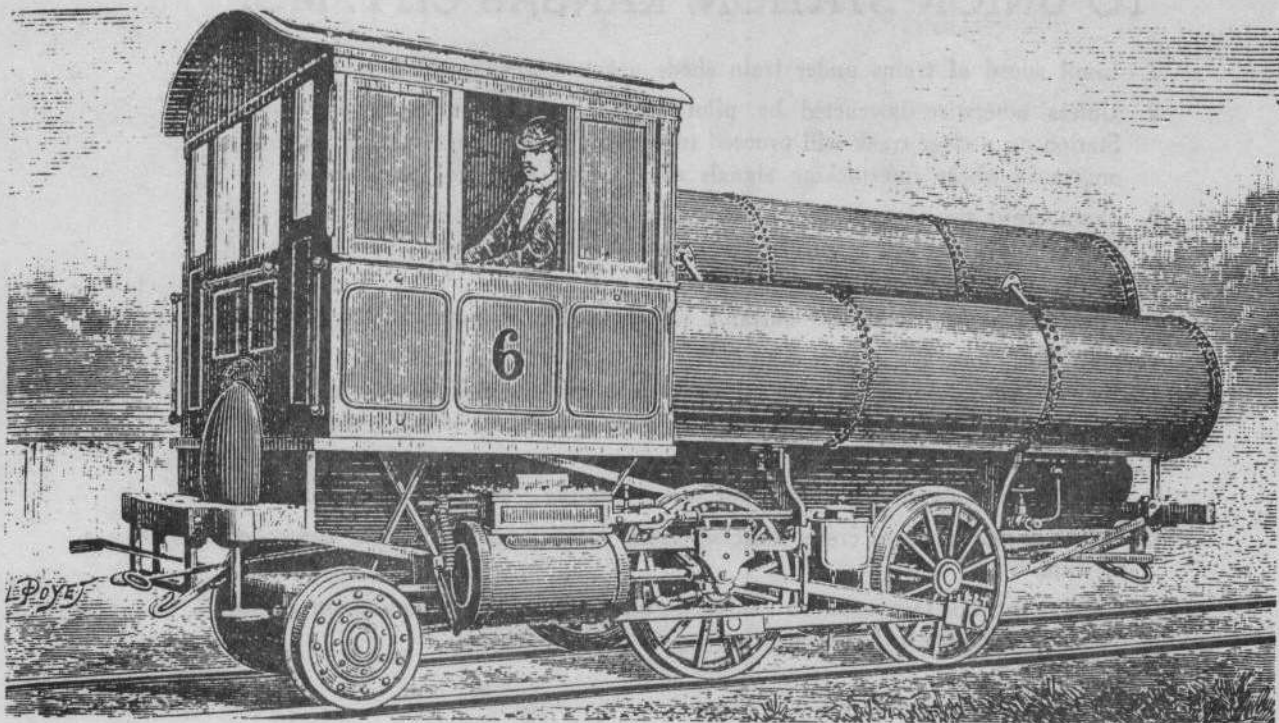
(Continued on next page)

9. Baggage, mail, express, or other service trucks and tractors must not be left in such a position on platforms as to obstruct the movement of trains or the movement of passengers to or from trains.
10. All employes must cooperate to prevent any unnecessary noise when working around passenger trains in order to avoid annoyance to passengers, especially between 9:00 P.M. and 8:00 A.M.
11. Baggage delivered to Baggage Room will be handled under checks and will be subject to storage charges in accordance with provisions of current baggage tariff. Articles which cannot be checked under baggage tariff will not be accepted in Baggage Room.
12. Employes must not throw refuse of any character on station premises, on the contrary all employes should cooperate to keep the premises neat and clean.
13. All employes parking their automobiles on Terminal property are subject to rules and traffic regulations as set out by printed instructions and signs on the property.
14. Drivers must operate tractors and trucks on station platforms with caution to avoid accidents to passengers or other employes and damage to property.
15. All accidents or damage to property must be promptly reported to superior officer and personal injuries reported promptly to Claim Agent furnishing details, and witnesses' names, addresses and statements. Also promptly report any unsafe conditions on platforms, stairs, etc.
16. Officers of tenant lines responsible for handling train and engine crews will know such crews have been properly qualified on Kansas City Terminal rules and routes before assigning them to operate over Kansas City Terminal rails.
17. Conductors of trains leaving Union Station will advise towers 5 or 6 on automatic telephone three minutes before leaving time that they expect to leave on time; if train is held, they must so advise towers promptly. When train is held or late in departing for any reason, conductor must advise towers 5 or 6 as quickly as possible that train is ready to depart.

EMPLOYES OF ALL RAILROADS AND TENANTS USING UNION STATION
ARE REQUIRED TO OBSERVE KANSAS CITY TERMINAL
RAILWAY COMPANY RULES

THE BEST SAFETY DEVICE IS A CAREFUL EMPLOYEE

A. R. SHAW, President and General Manager
W. R. APPLE, Superintendent
DR. GRAHAM OWENS, Chief Surgeon
P. L. BOLANDER, Station Master
J. P. MAHER, Train Master



KNEW CASEY JONES - Arkansas Railroad Club member Leon W. Enderlin of Manchester, Connecticut wrote me to say that his late father was once an apprentice machinist at the Water Valley (Mississippi) shops of the Illinois Central and had known Casey Jones. Leon had not thought about it much until the article in the July 1986 RAILROADER ("Casey Jones Last Run") mentioned that the IC did, in fact, go through Water Valley.

Mr. Enderlin also sent me several brochures on eastern and mid-west tourist lines, including the Chicago & Northwestern Historical Society; Steam train and riverboat excursions on the Valley RR Company of Essex, CT; the Housatonic RR Co.'s steam runs between Canaan and Cornwall, VT; the Illinois Railway Museum at Union, IL (which has steam and streamlined "Burlington Zephyr" runs plus over 200 cars and locomotives on display); the Milwaukee Electric Rwy & Transit Historical Society; and trolley rides on the East Troy Electric Rwy of Muskego, WI. Thanks.

COSMOS FACT - The Voyager 2 spacecraft, which was launched way back in the 70s and has given us many pictures of the planets, left our Solar System late last year on a journey to the stars. Although traveling over 20,000 MPH, it won't reach another star system (Sirius - the Dog Star) until the year 283,000 A.D. Will railroads still be around on earth at that time?

ARKANSAS RAILROADER SENT NATIONWIDE & INTERNATIONALLY - Many of our members live outside of Arkansas, including Canada and the states of Texas, California, Illinois, Michigan, Oregon, Connecticut, Tennessee, Iowa, Louisiana, Georgia, Missouri, Maryland, Virginia, Nebraska, Colorado, Kansas, Indiana, Alabama, Oklahoma, Kentucky, Mississippi, New York, Ohio, Pennsylvania, Wisconsin, New Jersey, Massachusetts, Vermont, North Carolina and South Carolina (30 states).

ARKANSAS RAIL NEWS

AUGUSTA RAILROAD STOCK GIVEN AWAY - Mr. Phil Hesby, who acquired the stock of the Augusta Railroad in Augusta, Arkansas some 4-5 years ago has made a gift of this stock to the city of Augusta, who now owns the road. In fact, he gave the stock to the city back on December 15, 1985.

DRILLING PERMITS - for oil, used to be handled by the Conservation Division of the Arkansas Railroad Commission in the early 20s before the formation of the Arkansas Oil and Gas Commission, according to Lynn Gaines, Jr. Arkansas Railroad Commissioners at that time were elected by the public and had quite a bit of political power.

MOUNTAIN VALLEY RAILROAD AT HOT SPRINGS features 1/8-scale models of operating steam and diesel trains plus 2,000 feet of track. One engine (a 4-6-2 Pacific-type) cost about \$4,000 to build from scratch. The park is run by John Smyth and Phil Hale and is located in Hot Springs off Highway 5 North, just past the Highway 7 junction. Anyone welcome. (HOT SPRINGS SENTINEL RECORD)

SLACKWATER HARBOR IN LITTLE ROCK TO BE BUILT - The Little Rock Port Authority and the people of Little Rock are now assured that a much-needed slackwater harbor will be built at the Little Rock Port since the Corps of Engineers announced they would put \$2.14 million into the project. The industrial harbor will measure about 4,800 feet in length and 320 feet in width. The potential for new jobs stands at 8,000, which will give one of Arkansas' shortline railroads, the Little Rock Port Authority Railroad, more business. The contract to begin building will be awarded November 3, 1986.

NEW ENGINE ARRIVES - Little Rock & Western got their new engine, #103, on August 19.

SAWMILLERS AND LOGGER'S REUNION TO BE HELD - The Reader Railroad in Reader, Arkansas will host the First Arkansas Old Sawmillers and Logger's Reunion, sponsored in part by the Arkansas Forest History Preservation. The dates of this first reunion will be August 30, 31 and September 1 at the Reader Railroad Park in Reader. This will be an annual event at different locations each year. The Arkansas Forest History Preservation is an effort to collect those documents, photographs and memories that are Arkansas Forest History and to provide for the long-term safekeeping of this record as part of the Arkansas Forest History Archives (part of the Arkansas History Commission). If you'd like to join, rates are variable between \$4.00 to \$12.00, depending on your age. Write to the Arkansas Forest History Preservation, 501 West Grand Ave, Suite 102, Hot Springs, AR 71901.

SPEEDING COTTON BELT TRAIN - (Pine Bluff) - The National Transportation Safety Board, which investigated the Cotton Belt train derailment last summer at Pine Bluff, found on August 19 that the train was traveling at an excessive speed on tracks that had not been anchored properly. It was determined the train was going 54 MPH, 9 MPH over the speed limit. One of the locomotives on the train had a recording device that showed the true speed. The railroad had replaced ties near the crash site five days before the accident and had raised the tracks in the process. That was done in hot weather and the workers did not follow procedures that would have relieved stress on the tracks from the heat. The railroad repair crew also did not anchor the tracks properly.

Excessive speed and heavy braking when the train crew saw a kink in the tracks ahead of them compounded the stress on the tracks and contributed to the accident. All of these were violations of Cotton Belt's own rules and regulations.

Some safety recommendations made to Cotton Belt said that they should provide intensive full-time supervision over their main line train operations, such as speed restrictions being adhered to. The NTSB was complimentary of the emergency response by Cotton Belt and Pine Bluff officials. (ARKANSAS GAZETTE)

MORE ON "END" MOVIE - (Pine Bluff) - The film "End of the Line", being made in Arkansas tells the fictional story of Clifford, Arkansas - a small town whose residents are trying to keep the Southland Railroad, the biggest local employer, from shutting down. On July 26, daylong filming involving a cast and crew of about 100 persons at Pine Bluff used the 819 as a centerpiece and some local railroad club members as "extras". Southern Pacific had approved the use of Engine 819 on company property, but had made a requirement that the film company pay them \$7,000 royalty. That was too much for the movie company, but Mrs. Robinson, Pine Bluff's mayor, contacted W. J. Lacey, VP of operations for Southern Pacific in San Francisco. Lacey had been the Pine Bluff division superintendent for the Cotton Belt at one time. At Mrs. Robinson's request, the \$7,000 fee was reduced.

Jake Commer, the Cotton Belt Rail Historical Society's president, sat atop the engine during the filming sequence with many others from that organization in the shot. Commer said he was looking forward to this event because of the attention it would bring to the society's work.

Filming of the movie also is taking place in Benton and Little Rock until the middle of September. Benton scenes are being shot around the old depot on Hazel Street. (PINE BLUFF COMMERCIAL, BENTON COURIER)

KEEPING THE VAN BUREN U.P. AGENT POSITION - (Van Buren) - Crawford County Judge George Willmuth and Van Buren Mayor Gene Bell have thrown their support behind a petition drive to keep an agent at the Van Buren station. Employees say if the agent's position and clerical workers are eliminated it could mean the end of the railroad in Van Buren. Union Pacific, deciding it was not a pressing matter to close the Van Buren station, has asked for an indefinite continuance of its hearing before the Transportation Department. The U.P. uses Van Buren as a crew change point for about 200 employees. (Van Buren PRESS AGRUS-COURIER)

REDUCING COSTS - Union Pacific is determined to reduce costs. Its new chief executive, Drew Lewis, has been hired to improve UP's cost structure - a task that may force him into another showdown with organized labor. Remember, he's the former head of the U.S. Transportation Department best known for his hard line against the striking air traffic controllers, who were fired when they struck. About 7,000 U.P. employees have been dropped over the last two years but the plan is to cut the workforce by another 6,000, down to 30,000 total, over the next three years. Lewis said: "It is better if we worked together to decide to reduce employment than to have a confrontation. But if we can't be profitable because of union work rules, we will have a confrontation. I think the railroad unions recognize that the surviving jobs in a profitable railroad are more important than keeping 100 percent of the payroll on a bankrupt railroad". (This report was written by Leslie Wayne of the NEW YORK TIMES and Garrick Feldman of the Van Buren ARGUS-COURIER)

NEW PAINT SCHEMES SEEN - Seen in Pine Bluff recently (July 31) was a caboose in the SP-SF new paint scheme. It was Cab SP4726, bay window type. Also seen were a Union Pacific detour train through Pine Bluff on July 28 consisting of MP3525. It ran from Pine Bluff to Texarkana with SSW engineer V.R. Johnson and conductor B.J. Koonce.

FREE HAY - All the railroads in the state seem to be getting on the "free hay" bandwagon to ship needed hay to drought areas of the southeastern U.S. The Kansas City Southern shipped some from Mena with Union Pacific picking up hay in El Dorado and the Cotton Belt also volunteering.

NEW ARKANSAS SHORT LINE TO BEGIN SEPTEMBER 1 - The new owner of that stretch of Burlington Northern track between Fort Smith, Arkansas and Monet, Missouri believes so strongly in the future of Northwest Arkansas that he will move here from Maryland to operate the new ARKANSAS-MISSOURI Railroad. J.A. Hannold will aggressively pursue new business to make his venture successful. The sale price of the line was believed to be \$4 to \$6 million. The Maryland & Delaware Railroad, based at Salisbury, Maryland, is buying the 139 miles of track from Monet to Fort Smith through Fayetteville and Springdale (home of the nation's richest man, Sam Walton). The ICC approved the sale July 17.

Burlington Northern officials said the new owner would have no obligation to keep the present staff of about 85. However, the Arkansas-Missouri Railroad plans to re-hire about 40 at less wages. The short line was once a part of the Frisco Railroad.

The new line will have its headquarters at Springdale and begin operating on or about September 1, 1986.

In a related matter, the number of short line railroads nationwide has increased by one-half since 1980 and now total about 300 lines. They employ about 1/4th of all railroad workers in the country. Short lines will be able to cease operations on their lines without the government reviewing their decision and that worries some.

Motive power on the new line has already arrived in the area. All will be ALCO locomotives (5). A T-6, #16, ex N&W #36 is one engine along with several ALCO C-420's.

Robert Worley, with the Arkansas Industrial Traffic Association in Fort Smith said recently that if the new company "can't turn around the business in Fort Smith (which has really been down lately), they will probably file for abandonment". (Reports taken from the Fort Smith SOUTHWEST TIMES RECORD and the SPRINGDALE NEWS)

FEED MILL CARS TO INCREASE - (Danville) - Wayne Poultry of Danville said that eventually, when the mill changes from truck shipping of feed ingredients to rail service, they will be receiving up to 10 cars of feed at one time and later on possibly up to 25 cars. The company had to unload 27 truckloads of feed a day until the new Little Rock & Western Rwy service began July 16. In comparison, the company will eventually use 65 to 75 rail cars a week. (YELL COUNTY RECORD)

SUN KINK DERAILS TRAIN - (Moorfield) - A kink in the tracks near Moorefield caused 15 cars of an empty 110-car Union Pacific coal train to derail July 31. Moorefield is in north Arkansas near Batesville. Several derailed cars were dragged 150' past the site. It was 112 degrees in Batesville that day causing the tracks to expand and kink, according to Paul Watkins, regional director of public relations of U.P. in St. Louis. In this case, the tracks and some of the ties beneath the train moved about 2½ feet under the force of the moving train. (DeQUEEN CITIZEN - DeQUEEN BEE)

GENERAL RAIL NEWS

AFTER FAILED SP-SF MERGER, ARE RAILROADS FORCED TO CUT COSTS? - The rejection of the merger of Santa Fe and Southern Pacific railroads appears to end a wave of mergers, according to the WALL STREET JOURNAL. Perhaps one reason the ICC rejected the merger is that the high price of railroad labor, which accounts for 46% of the industry's costs, is one problem mergers failed to solve. Santa Fe-Southern Pacific, stunned at the failure of the ICC to allow the merger, had hoped to see the same benefits that other railroads already had achieved through mergers. The Norfolk Southern, for instance, slashed its work force by 7,000 since the the Southern Rwy and N&W merged in 1982. A railroad consulting firm said that without all the railroad mergers recently, the whole railroad industry might have been nationalized by now. (WALL STREET JOURNAL)

MERGER - PART B - Why didn't the merger go through? The ICC rejected the merger largely because of its "parallel" nature. The two railroads operate in many of the same areas, especially between El Paso and Los Angeles and in California. Many industry observers now expect Southern Pacific to go on the auction block, possibly in pieces. The ICC non-merger decision triggered new speculation about the possible creation of a transcontinental railroad. The most likely suitor for either the Santa Fe or the SP would be CSX Corp. or Norfolk Southern.

MERGER - PART C - Some reactions of the media: The LOS ANGELES TIMES said this action (denying the merger) would probably bring about the dis-mantling of both railroads. East Coast newspapers said that it signalled a time in which mergers will become more difficult and that it makes the sale of Conrail less likely, and casts a shadow on pending airline mergers. (RAIL TRAVEL NEWS)

MERGER - PART D - With the turning down of the merger on July 24, a Pine Bluff Cotton Belt employee who had spoken with other workers said that the mood there was one of definite concern. The merger had been sought as a means for the two companies to remain healthy financially. Cotton Belt officials were apparently so confident of ICC approval of the merger that they had already sent a statement on the merger's approval to the Pine Bluff Cotton Belt's yards before the decision was known. A second statement had to be sent. If the Cotton Belt or Southern Pacific are someday sold, it would affect greatly the 1,000 employees in Pine Bluff that the Cotton Belt has. (PINE BLUFF COMMERCIAL)

MERGER - PART E - Bill Pollard of Conway said in an interview with Randy Tardy of the ARKANSAS DEMOCRAT that "The anti-competitiveness of this merger is certainly a problem as far as public benefit is concerned, but the anti-competitiveness of the Burlington Northern-Frisco merger and the Missouri Pacific-Union Pacific merger were no less. The time to stop this massive merger mania would have been several systems back down the road. For the ICC to stop it at this point is basically to tell the SP-Santa Fe that 'we're changing the rules in mid-stream' ".

MERGER - PART F - Kansas Governor John Carlin has asked the ICC to reconsider its denial of the merger. "If these carriers are to survive in today's transportation environment, they must be given the opportunity to combine and streamline their operations, as their competitors have done with the commission's approval in recent years". Meanwhile from Chicago, John Schmidt, chairman of the SFSP Corporation has repeated his belief that the ICC's rejection of the merger was not justified by the evidence. "We are now investigating all available alternatives, but our primary goal remains - merger of the two railroads". (SP UPDATE)

UNEMPLOYMENT BENEFITS ARE CUT - Unemployment and sickness benefits paid under the railroad unemployment insurance act have been reduced by 7.4% because of the Graham-Rudmann law to help balance the budget.

INTERSTATE 80 - ALL THE WAY - A five-mile section of I-80 through Salt Lake City was opened August 17, completing the nation's first trans-continental interstate highway, the 2,907-mile I-80. The route, which was first started in 1936, goes from San Francisco to New Jersey. The Central Pacific and Union Pacific completed the first transcontinental railroad 117 years ago. I-80 parallels that overland route. (SP UPDATE)

COMPETING WITH TRUCKS HEAD TO HEAD - Burlington Northern calls them the "Expediter"; Union Pacific calls them "Fast Tracks"; Southern Pacific calls them "Track Stars". All are two-man crew trains designed to compete with trucks for speed and price. Most of these trains are caboosless, are 3,000 feet or less in length and carry inter-modal freight. They are the wave of the future for the railroads, the way the various railroad publications talk. More power to them! Keep those trucks off the road!

SPEAKING OF TRUCKS, a trucking bill before Congress, S2440, would allow bigger trucks to operate within a 750-mile radius of Salt Lake City. Some of these trucks could be as long as 110 feet! Write your congressman today to urge them to vote no to this law. It's dangerous enough without these "trains-on-roads" on the highways.

GULF COAST CHAPTER TO MAKE A TRIP THROUGH LITTLE ROCK on October 7 with their private car "Good Cheer" and "Lebanon Valley" on the way to Chicago and Milwaukee. They are located in Houston, Texas.

OPERATION LIFESAVER TRAIN IN LOUISIANA - U.P.'s famous E-unit #951 will head (or has headed) an Operation Lifesaver train from Corpus Christi, Texas to Houston August 21 then from Beaumont to DeQuincy, Louisiana August 26 and from there to Alexandria and Shreveport on August 28. (GULF COAST RAILROADING)

TOO LATE - On July 26, C&NW held an auction of railroad equipment at Boone, Iowa complete with track cars, office furniture, a complete yard control board with toggle switches and lights. The sale included three ex-Rock Island ICC cabooses. (THE MIXED TRAIN)

MORE ON MKT-UP MERGER - If all steps are completed on schedule, the Union Pacific will acquire the 3,100 mile KATY railroad within three years. Reginald Whitman, chairman of the MKT said merging with the Union Pacific would be good for the MKT. "We're sitting in the midst of a bunch of giants" he said. "The future of a 3,000-mile railroad in amongst those giants is suspect. It behooves us to join with a stronger railroad and continue to be able to serve our customers". (Editor's note...Really? So why are these "giants" like BN and ICG selling off parts of their line to shortline operators?) The MKT lines in Missouri, Kansas, Oklahoma and Texas would save UP significant mileage (why not get run-through trackage rights instead of merging?). (THE DISPATCHER)

KANSAS CITY SOUTHERN TRAIN ORDERS OUT - Effective June 15, 1986, the KCS is on what is called DTC (Direct Train Control) with orders issued on the radio by the dispatcher and by IBM printer at stations with terminal crew change points. So train orders will be a thing of the past on the KCS, at least as we know them.

MORE KCS NEWS - Doing away with DeQueen as a terminal has been set back until April 1987 or so. Almost all the welded rail on the fifth district from DeQueen to Shreveport has been laid. The next move is to lay new 136 CWR from Howe, OK to Rich Mountain (22 miles). Also new ballast will be applied. Then the run-through will probably commence, leaving DeQueen out as a crew-change point. -- The bridge over the Red River on the KCS almost fell in under a train recently. The bridge was built in 1900 and is in rather sad shape. Inspectors found a 36-inch crack in one of the steel stringers under the bridge and while watching a train overhead, stated that if the stringer had moved another inch, the bridge would have caved in. Now there is a work crew there and a slow order of 5 MPH is in effect. (Phil Moseley as printed in THE DISPATCHER)

A MAJOR STORY - CHESSIE IS GONE!! - Chessie, the cat whose sleeping silhouette on Chessie System trains for 52 years has become famous, is being dropped as the company's logo. "The cat is not dead!", according to Milton Dolinger, VP of public relations for the CSX Corp. "She is no longer the corporate logo, true. Now she is retired to the corporate mascot". Chessie debuted in the 1930s on the C&O Railway. Corporate legend has it that a C&O vice president saw an etching of Chessie sleeping before a full moon and bought it to use in an ad for the C&O Rwy. The cat was first used to advertise C&O's first all-sleeper and air conditioned passenger train, the "George Washington". "Sleep like a kitten" the ads proclaimed. Now, she's gone. Seems progress is fleeting. (ASSOCIATED PRESS from DISPATCHER)

A NEW BOOK called AMERICAN SHORTLINE RAILWAY GUIDE by Edward A. Lewis is now available from a bookstore or Kalmbach Books, 1027 N Seventh Street, Milwaukee, WI 53233. Included are 124 black and white photos in 240 pages. It sells for \$12.95 and has facts, figures, and locomotive rosters of 404 U.S. shortline railroads.

DOWN AGAIN - Southern Pacific's total carloadings for June were 124,019 - off 7.9 percent from the same month last year. It was SP's 20th month in a row of declining carloadings. However, intermodal freight showed an increase for the first time in 18 months. Meanwhile, Union Pacific's carloadings were 3 percent ahead of last year through July. They carried 1.89 million carloads of goods in those 7 months. (SP UPDATE and INFO MAG)

HARRIMAN DIES - W. Averell Harriman died July 26 at age 94. Harriman was born November 15, 1891 in New York and was the elder son of E.H. Harriman the man who purchased the Union Pacific in 1897 and rebuilt what he described as "two streaks of rust" into one of the country's most efficient railroads. (INFO MAGAZINE)

WATCHFUL EYE IN THE SKY - Burlington Northern is experimenting with satellite receivers on some of its locomotives. This receiver uses a navigational satellite 22,300 miles up in the sky to figure a train's location within 150 feet and show its speed to within one mile-per-hour. No more speeding! (BN NEWS)

BN FACTS - In 1985, BN had 38,000 employees (288 in Arkansas) and operated 28,000 miles of track (379 in Arkansas) with an average of 800 trains per day running. It purchased 53 new engines in 1985 but has no plans to buy any in 1986. (BN NEWS)

AMTRAK MUSINGS - The full House on July 30 passed the bill giving Amtrak about \$613 million for FY 1987. The August 20 edition of the ARKANSAS GAZETTE had a very pro-Amtrak editorial. "Amtrak is about all that's left of civilized travel in this country" it said. Also, it said if the entire trillion dollar federal budget were reduced to \$1,000, Defense would get \$300 while Amtrak would get 60¢! Interesting reading.

DOUBLE STACKED FOR CHRISTMAS? - Shipments in June of merchandise marked for sale around Christmas was way ahead of last year on Union Pacific. Retailers usually stock up on "Christmas rush" merchandise early, and this could mean that retailers are expecting a booming year for sales. According to INFO NEWS, the U.P. is moving 22 double-stack container trains each week. These trains haul much of this type of goods.

BALLAST - AND MORE - Ballast helps hold down track in a line, distributes tonnage over a wide area, allows proper drainage and resists plant growth. In 1985, nearly five million tons of ballast were applied on Union Pacific tracks. The ballast is acquired from nine major pits across the country and costs between \$3.12 and \$6.91 per cubic yard. One of the pits is Granite Mountain in Little Rock (part of this month's program at our club). (INFO MAGAZINE)

SP ON TRACK - Over the last five years, SP's spent \$890 million on track improvements, allowing the road to change out 2,325 miles of rail, install 10 million crossties and surface 13,000 miles of track. Major projects included the \$100 million rehabilitation of the Tucumcari to Topeka main line formerly owned by the Rock Island. In the past 5 years, more than 1,200 miles of slow orders along core routes have been eliminated. Each of the 3,250 ties in a mile of track costs about \$50 when counting total investment. Continuous welded rail runs about \$17 per foot. (SP BULLETIN)

NEWS UPDATED THROUGH August 25. Mailed on either August 26 or August 29, depending on my work schedule and whether I can get to the Post Office in time to mail them. Thanks again to Dick Byrd, who'se place of employment, Enmar, has an offset printer which I use to get the printing of non-picture pages free.

RECORD PAGES TIED - This issue of the RAILROADER is 28 pages long, only the second time in history it's been that long (the last time was the May, 1986 issue). My Royal Electronic Alpha 610 sure is getting a workout. - Ken Ziegenbein, editor (905 Valerie Drive, North Little Rock, AR 72118).

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

RENEWAL

NEW SUBSCRIPTION

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

Make your check out to the "Arkansas Railroad Club" and mail to:

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!

LET'S TAKE A TRAIN TRIP !

On November 1 and 2, 1986, there will be a bus-Amtrak "round-robin" trip taken by Arkansas Railroad Club members and their guests. A chartered bus will leave Little Rock Union Station way before dawn early Saturday morning November 1, arriving in Memphis in time to catch the southbound Amtrak "City of New Orleans" at 5:10 AM, arriving in New Orleans at 12:43 PM.

Assuming the train is on time, we'll have about 2 hours of waiting in New Orleans before catching the westbound "Sunset Limited" at 2:35 PM, arriving in San Antonio very late Saturday night (early Sunday morning) at 3:40 AM.

In San Antonio, we'll have a 5-hour wait to catch the northbound "Eagle" at 8:40 AM, arriving back in Little Rock late Sunday night at 12:27 AM.

Summary: LITTLE ROCK-MEMPHIS; MEMPHIS-NEW ORLEANS ("City of New Orleans"); NEW ORLEANS-SAN ANTONIO ("Sunset Limited"); SAN ANTONIO-LITTLE ROCK ("Eagle"). Total time in transit approximately 48 hours.

Costs vary depending on whether you want a sleeper between New Orleans and San Antonio and how big a bus we need to charter between Little Rock and Memphis. Here's the approximate costs in different categories (all prices include the bus between Little Rock and Memphis):

<u>NUMBER SIGNED UP:</u>	<u>WITHOUT SLEEPER, COACH ONLY</u>	<u>WITH NEW ORLEANS-SAN ANTONIO ECONOMY SLEEPER (includes one meal)</u>
If 16 sign up -----	\$155.00	\$213 <u>per person</u> , double occupancy \$250 <u>per person</u> , single
If 38 sign up -----	\$141.00	\$200 per person, double occupancy \$236 per person, single
If 48 sign up -----	\$139.00	\$197 per person, double occupancy \$234 per person, single

We need at least 16 to go, the more that go the cheaper it will be. This trip will be at your own expense - no club money is involved.

Also, the bus line will need the money before we leave as does Amtrak, of course, but what we need now is a count of how many are going. Send no money at this time since exact costs cannot be determined before we know how many are going.

Please fill out the coupon below or phone Tour Chairman William Church AS SOON AS POSSIBLE and tell him the information on the form. We especially need to know if you want a sleeper between New Orleans and San Antonio - these sleepers go fast. Reservations for the sleeper need to be made in your names individually (we will make them). Also, remember that a sleeper reservation entitles you to a meal between New Orleans and San Antonio.

DEADLINE for letting Bill Church know if you are going will be OCTOBER 1. DEADLINE for having your money in will be OCTOBER 12 (our regular club monthly meeting date).

Please fill out the coupon below or phone Mr. Church:

-
- I/WE wish to take a train trip. NUMBER GOING _____
- I/WE WANT COACH ONLY
- I/WE WANT AN ECONOMY SLEEPER BETWEEN NEW ORLEANS AND SAN ANTONIO
- I/WE DON'T NEED THE BUS - WILL BOARD AMTRAK IN MEMPHIS ON OUR OWN.

NAME _____ PHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

Please return by OCTOBER 1 (or sooner) to:

WILLIAM CHURCH
217 West "J" Street
North Little Rock, AR 72116
Phone - 753-4582

NOTE - When we do collect the money, checks will be made payable to "William Church - Tour Chairman", but we must have a count first.



Chicago in the late 1940's is the backdrop for these brand new Santa Fe ALCO PA-1's and PB-1 #'s 49-51. Total horsepower - 6000. (Santa Fe Southern Pacific Corp. photo)

ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
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