



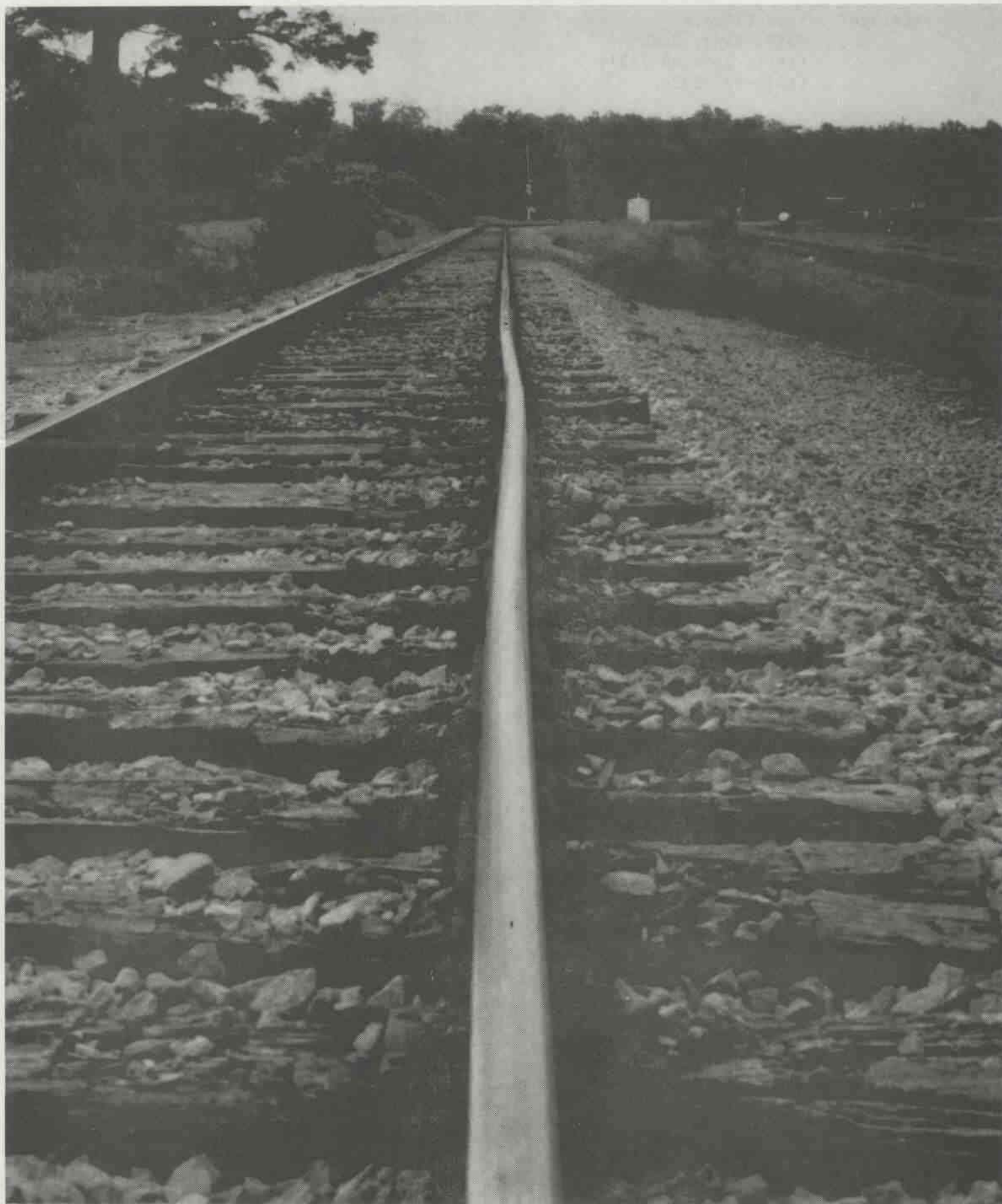
ARKANSAS RAILROADER



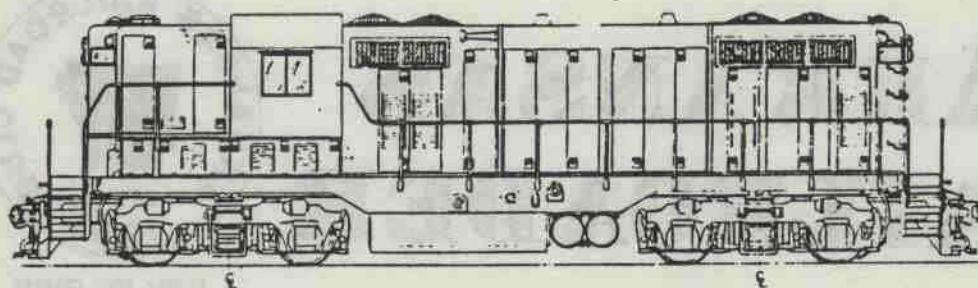
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 9

SEPTEMBER 1989



This track has bad alignment because of bad ties. Find out more about track, ties, roadbeds, inspection rules, class and more inside as Bart Jennings tells us all we ever wanted to know...and more...about track. (BARTON JENNINGS PHOTO)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<i>President</i> - Fred Fillers 28891 Bandy Road Little Rock AR 72211 (501)-821-2026	<i>Vice-President</i> - Matt Ritchie 111 Tenkiller Sherwood AR 72116 (501)-834-4449
<i>Treasurer</i> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<i>Secretary</i> - Polly Hamilton 522 South Main Benton AR 72015 (501)-778-6221
<i>NRHS Rep</i> - Peter Smykla 2800 West 37 Pine Bluff AR 71603 (501)-535-4724	<i>Editor</i> - Ken Ziegenbein 905 Valerie Dr N Little Rock AR 72118 (501)-758-1340
<i>Board</i> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207	<i>Board</i> - Clifton E. Hull 3507 E. Washington, #31 N Little Rock AR 72114
<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Board Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

T-SHIRTS FOR SALE - The Arkansas Railroad Club has T-shirts, caps and jackets for sale, in person or by mail. These are really great looking with the state of Arkansas in red (caps are only black and white). Prices are as follows (state sizes on T-shirts/jackets):

T-SHIRTS --- \$6, plus \$1 postage EACH
CAPS ----- \$4, plus \$1 postage EACH
JACKETS (non-monogrammed) --- \$25, plus \$2 postage EACH
JACKETS (first name only monogram) --- \$27, plus \$2 postage EACH

Absolutely NO COD's please! The money raised will go to future club activities, trips, newsletter expenses, etc. Send you check for the correct amount made out to the Arkansas Railroad Club to:

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

NOTE...This is our NEW club Post Office box. However...please don't use it for newsletter items...that address remains the same.

Please allow 2 or 3 weeks for delivery, longer on monogrammed jackets.

COLLECT SHURFINE LABELS FOR CLUB - While grocery shopping, be sure to collect those Shurfine labels off of cans, cartons and bring them to the club. Through a special promotion, they are worth 2 cents each to

(CLUB HAPPENINGS continued on Page 9)

TRAINS RUN ON TRACKS

by: Barton Jennings

While on a recent railfan chase, I was carrying a pile of official-type reports from an inspection by the Federal Railroad Administration (FRA). I briefly showed a few fellow chasers a couple of the reports, and then began to realize that no one knew just what I was talking about. So here goes: everything you wanted to know about track, and more.

First, most railfans are somewhat familiar with the term Class I railroad. The class of a railroad actually has nothing to do with an actual track's class. In the terms of the Track Safety Standards established by the FRA, there are six classes of track. Each class has its own standards and accompanying restrictions.

The first, and most significant of the restrictions is speed. As the following table shows, each class has a maximum speed at which freight and passenger trains can operate.

TRACK CLASS	MAX. FREIGHT MPH	MAX. PASSENGER MPH
1	10	15
2	25	30
3	40	60
4	60	80
5	80	90
6	110	110

Remember, this is only the maximum speed allowed for the class of track, slower speeds are permitted and often run.

Okay, speed is the restriction for each class, but what about the standards? For each item of track, tie, rail, gauge, etc., each class has its own limits, so let's discuss them by item instead of class.

ROADBED:

The FRA has very broad requirements for roadbed conditions. They basically state that it must provide adequate drainage and that vegetation doesn't block the view of signals or lines, or can be a fire hazard.

TRACK GEOMETRY:

Gage is the first concern of any track inspection. Again and again, the standards for each track structure item states that they must be sufficient to hold track gage. Each class of track has its own gage standards as follows:

CLASS	MINIMUM GAGE	MAXIMUM GAGE
1	4' 8"	4' 10"
2 & 3	4' 8"	4' 9 3/4"
4 & 5	4' 8"	4' 9 1/2"
6	4' 8"	4' 9 1/4"

Alignment of tracks is also frequently referred to in track standards. To find the deviation of alignment, take a 62' line, lay it along the rail and find the maximum variation of any point in this area. As an example, one point is 1" to the left and another point is 2" to the right. Thus, the maximum deviation of alignment is 2 inches, good enough for classes 1 and 2 in the following table. Doing a curve is a little more difficult, you have to work with a 62' chord for the intended curve size but it is still the difference from the intended location.

CLASS	TANGENT TRACK DEVIATION	CURVED TRACK DEVIATION
1	5"	5"
2	3"	3"
3	1 3/4"	1 3/4"
4	1 1/2"	1 1/2"
5	3/4"	5/8"
6	1/2"	3/8"

Looking at classes 5 and 6, think about trying to put anything 62 feet long within such a small limit. Many houses aren't built to that tight of specifications.

Curve speed, elevation, and runoff are also closely defined, this time with formulas and tables pages long. For your sanity and mine, I'm going to skip the details and just state that nothing had better change more than an inch or so or be less than what it is supposed to be.

Appendix A – Maximum Allowable Operating Speeds for Curved Track

Degree of Curvature	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
	Maximum allowable operating speed (mph)												
0°30'	93	100	107										
0°40'	80	87	93	98	103	109							
0°50'	72	78	83	88	93	97	101	106	110				
1°00'	66	71	76	80	85	89	93	96	100	104	107	110	
1°15'	59	63	68	72	76	79	83	86	89	93	96	99	101
1°30'	54	58	62	66	69	72	76	79	82	85	87	90	93
1°45'	50	54	57	61	64	67	70	73	76	78	81	83	86
2°00'	46	50	54	57	60	63	66	68	71	73	76	78	80
2°15'	44	47	50	54	56	59	62	64	67	69	71	74	76
2°30'	41	45	48	51	54	56	59	61	63	66	68	70	72
2°45'	40	43	46	48	51	54	56	58	60	62	65	66	68
3°00'	38	41	44	46	49	51	54	56	58	60	62	64	66
3°15'	36	39	42	45	47	49	51	54	56	57	59	61	63
3°30'	35	38	40	43	45	47	50	52	54	55	57	59	61
3°45'	34	37	39	41	44	46	48	50	52	54	55	57	59
4°00'	33	35	38	40	42	44	46	48	50	52	54	55	57
4°30'	31	33	36	38	40	42	44	45	47	49	50	52	54
5°00'	29	32	34	36	38	40	41	43	45	46	48	49	51
5°30'	28	30	32	34	36	38	40	41	43	44	46	47	48
6°00'	27	29	31	33	35	36	38	39	41	42	44	45	46
6°30'	26	28	30	31	33	35	36	38	39	41	42	43	45
7°00'	25	27	29	30	32	34	35	36	38	39	40	42	43
8°00'	23	25	27	28	30	31	33	34	35	37	38	39	40
9°00'	22	24	25	27	28	30	31	32	33	35	36	37	38
10°00'	21	22	24	25	27	28	29	31	32	33	34	35	36
11°00'	20	21	23	24	26	27	28	29	30	31	32	33	34
12°00'	19	20	22	23	24	26	27	28	29	30	31	32	33

TRACK STRUCTURE:

This part deals with the requirements for ballast, ties, rail, and fittings. This is the easiest part to understand but can get the most arguments because judgement can get involved with the famous clause: sufficient to hold gage, surface and alignment.

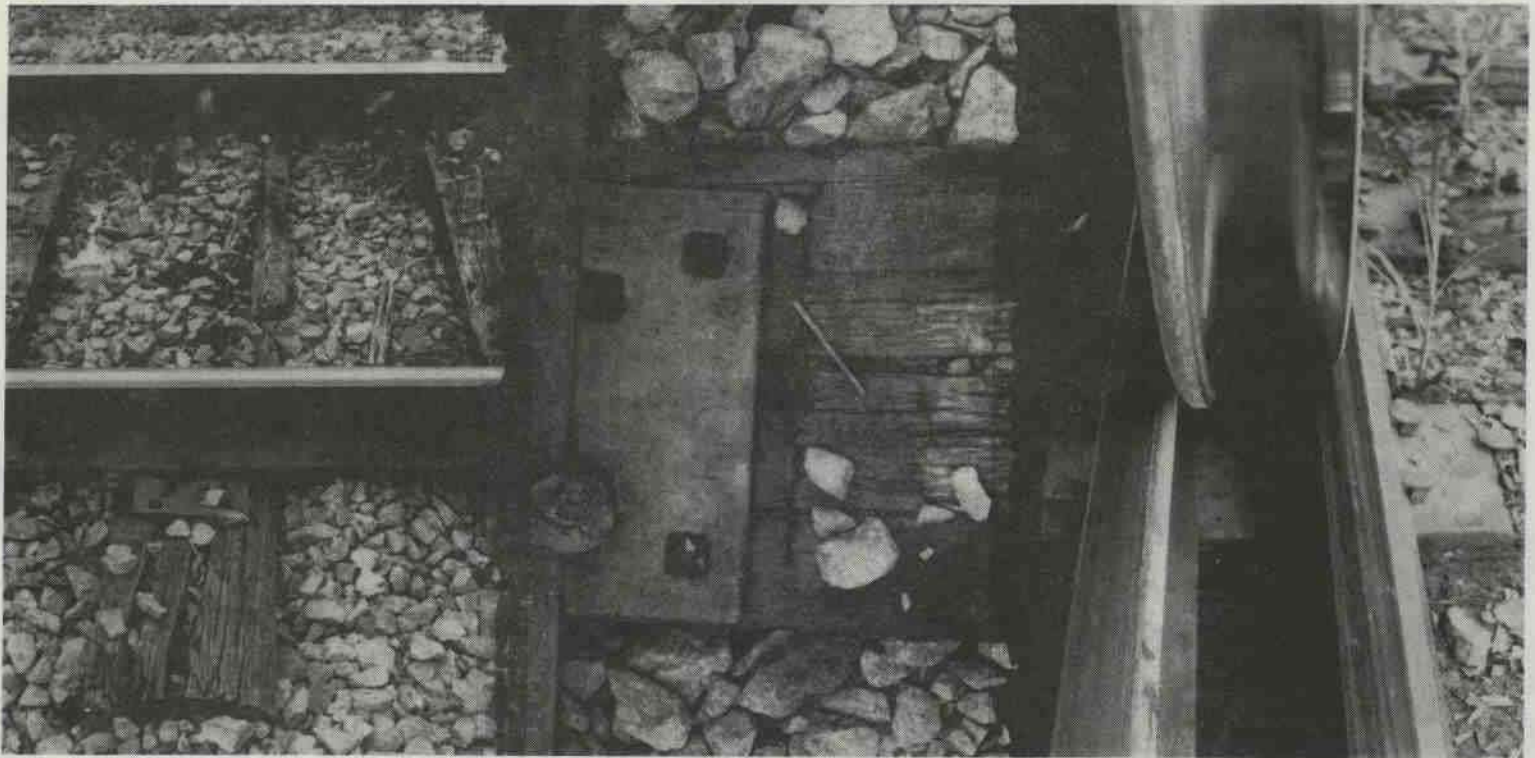
The number of ties and their spacing is defined by the following table. Now remember, a 39' section of track will have 18 to 24 ties, depending upon the railroad's intended use for the track. So, you can still have a large percentage of bad ties and be legal, as long as the track hold gage, alignment, and surface. To do this, 5 or 8 ties are seldom enough, but it does give you a chance to get by with a few clusters of bad ties.

CLASS	TIES PER 39 FEET	1 TIE WITHIN X" OF A JOINT
1	5	24
2	8	24
3	8	18
4	12	18
5	12	18
6	14	18

Now, what defines a bad tie? The FRA states that a tie is bad if it is one or more of the following:

- 1) broken through;
- 2) split or otherwise impaired to the extent the crosstie will allow ballast to work through, or will not hold spikes or rail fasteners;

- 3) so deteriorated that the tie plate or base of the rail can move laterally more than 1/2" relative to the crosstie, or
- 4) cut by the tie plate through more than 40 percent of a tie's thickness.



LEFT - bad tie (split, ballast working through, won't hold spike, broken in half, pick a reason); CENTER - tie plate movement; RIGHT - wide gauge at Pine Bluff, SSW International Paper belt. (Photos by Barton Jennings)

As can be seen, what defines impaired, broken through, or will not hold can vary from inspector to inspector.

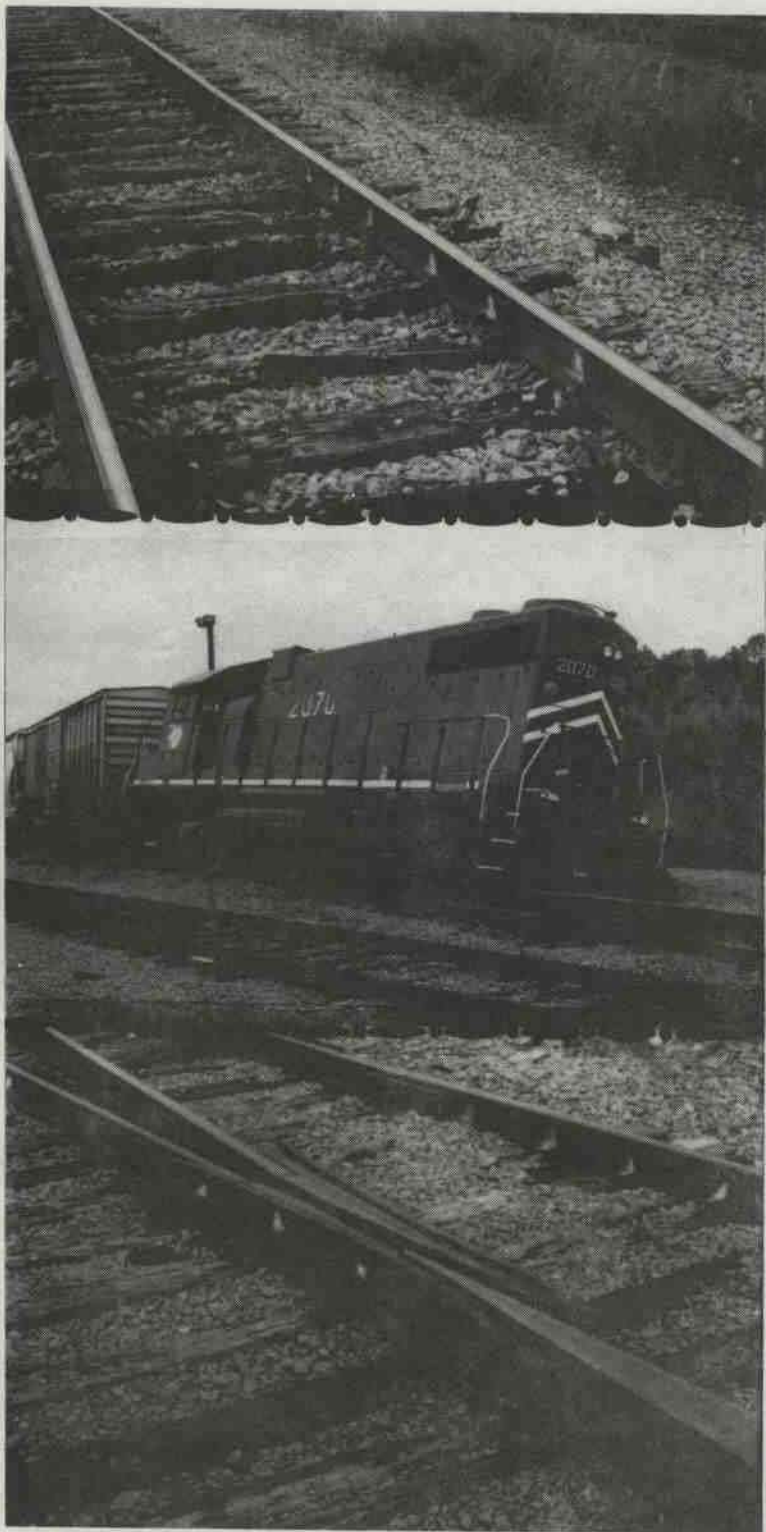
Rail is much easier to inspect, if it is broken, take it out. There are 14 types of rail defects or breaks defined by the FRA with 9 different remedial actions required under 25 separate conditions. Needless to say, it is usually easier to just replace the rail and get it over with.

When replacing rail, you want to be sure to use the same size of rail, classified by its weight by yard length. To "read" a rail for this information, look on the side of the rail and you will find a series of numbers, initials, and slash marks. Generally the first series of numbers is the rail's weight, sometimes to the hundredth of a pound. The letters that follow are the design standard; usually RE, AREA, or the railroad's own initials. The next letters tell the manufacturing process and manufacturer. Finally, the date of manufacture follows with the year plainly marked and with a slash for each month. On the other side of the rail is a series of letters and numbers, an ID code for that individual piece of rail.

The size of the rail used can often indicate the importance of the track. For instance, 85# and 90# rail is generally found on industry tracks and branchlines that see little use. On some of these tracks, the rail may date from the lines original construction in the early 1900's. Tracks built or relayed in the 1920 era will often have 100# or 110# rail. Today, many light to midium density mainlines have rail weighing 112#, 115# or 119# per yard. More modern or heavily used lines use rail of 131#, 132# or 136#. As mentioned earlier, some railroads have designed their own rail as demonstrated by Union Pacific's 133# rail.

The correct size of rail is important as the FRA also has a standard for rail end mismatch, something two different sizes of rail can easily create. These standards again vary for each class of track and are for the top of the rail and the gage side of the rail.

Joint bars must also properly fit and be made for the weight and design standard of the rail on which they are used. The bars must not be torch cut, broken, cracked, or excessively worn. At least two bolts must hold the bar to each rail, except for class 1 track, where only one bolt per rail end is required.



TOP - 12 bad ties in a row; won't hold gauge or alignment; MIDDLE - derailment at the SSW International Paper Classification yard in Pine Bluff; BOTTOM - defective switch ties. (Barton Jennings/Sarah Jennings)

It just means that the track speed is adjusted so that the condition of the track meets the FRA requirements. Naturally the railroad will want the greatest speed possible so repair is usually preferred over the option of a slow ordered stretch of track.

All of these standards and requirements are Federally mandated. There are no ways around them and stiff fines are set for the various violations, for both the railroad and the person responsible for the violation. Of course, the small things don't usually amount to a fine, but patterns or repetitive occurrences can result in one. Major violations can mean fines of \$10,000 or much, much more. Also, railroads usually hand out their own forms of punishment for violations, usually in the form of unscheduled, and unpaid, holidays.

Now, that's a very short introduction into track inspection and the Federal guidelines. As mentioned earlier, entire volumes of rules, laws, and practices are in existence and it's very difficult to give more than just a brief overview in such a short space. However, I hope this gives you enough information (no matter how dry) to make an informed opinion about a piece of track.

(BARTON JENNINGS is Manager of Track Maintenance, Union Pacific Railroad, McGehee Arkansas and an active member of the Arkansas Railroad Club)

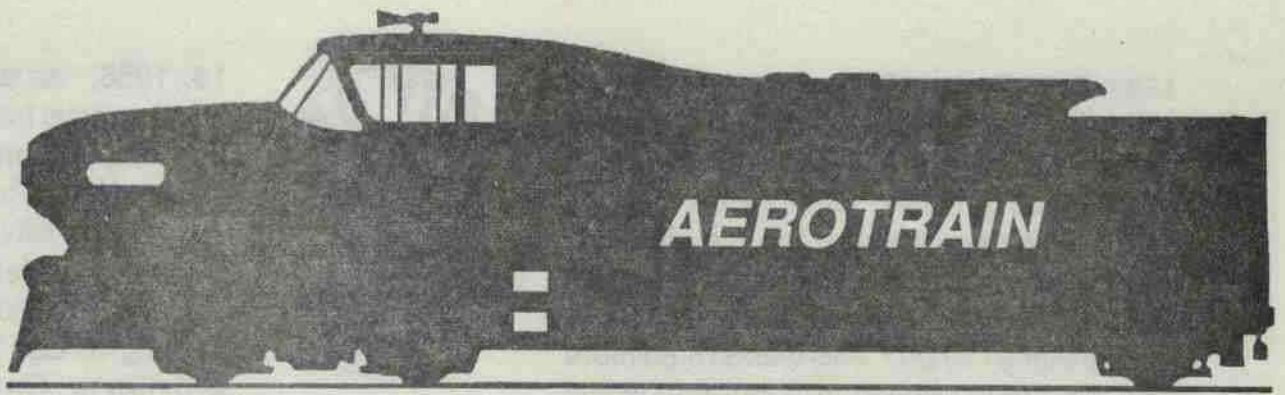
Tie plates must be used on at least 80 percent of the ties on classes 3 to 6 and spikes or rail fasteners must be used in sufficient number to hold gage. Switches, crossings, and other specialty pieces of track all have their own standards, enough to fill a book in reality.

After inspecting the track, the FRA will usually check on the railroad's own records of inspection. The number and type of inspections are again dependent upon the class of track and the traffic volume. Track classes 4, 5 and 6 call for two inspections per week while classes 1 to 3 get only one per week, unless freight volumes exceed 10 million gross tons a year or passenger trains use the track, then they too get inspected twice a week. This explains all of those hydrails and motorcars going up and down the track.

Other rules call for a monthly walking inspection of all switches, a yearly "continuous search for internal defects" of all rail on tracks 4 through 6 (class 3 and above if passenger trains run on it), and special inspections in the case of fire, flood, severe storms or other occurrence which might damage the track structure.

Records must be kept of these inspections for the FRA to check, and they must include the date of inspection, the inspector's name, any defects found and the immediate corrective action taken.

Now remember, by corrective action taken, that doesn't mean that the item is fixed.



A MISTAKE...

REPEATED!

By C.E. "Gene" Hull

In the mid-years of the Great Depression our nation's rail passenger service was dying. "Doctors" Ralph Budd and Edward G. Budd revived the "patient". These gentlemen were unrelated. Ralph Budd was president of the Chicago, Burlington and Quincy Railroad and Edward Budd was head of the Budd Manufacturing Company of Philadelphia, Pa..

From Ralph Budd came the idea to give the traveling public something new and radically different to ride on. Edward Budd converted this idea into something tangible—the *Pioneer Zephyr*, America's first lightweight, streamlined, economical passenger train. It made its first revenue run November 11, 1934, between Lincoln, Nebr. and Kansas City.

The "patient" stabilized for a while, but symptoms reappeared, and its condition continued to worsen. Economies were effected in rail service, but creature comfort soon was inadequate, and there was a built-in inflexibility of equipment.

By the mid-1950's the rail passenger "patient" was rapidly expiring again. The various railroads asked for the services of another "doctor". This time it was General Motors. A few years earlier GM had been twisting the arms of the railroads to make them buy diesel locomotives. Now presidents of six railroads were wanting to know if GM had any ideas about how to get rid of a multi-million dollar deficit in the passenger department.

General Motors and its various departments pooled ideas, and the result was two trains. Each one was powered by a streamlined LWT-12 type diesel-electric locomotive with 1325 horsepower. The train consisted of 10 cars, each 40 feet long, riding on only four



wheels, and made of lightweight riveted aluminum. In fact, each car was a slightly modified GM *highway BUS!* They were 10'-9" high and 9'-6" wide with under-floor baggage compartments. The engine had a two-axle lead truck with two electric motors powered by a V-12 diesel engine. A pair of small six-cylinder engines operated generators for heat, lights and air conditioning. The two-wheeled trucks under the cars were equipped with bus-type, rubber bellows air suspension.

Since the trains were intended to move 400 passengers over relatively short distances, there were no dining cars or sleepers. Two coaches would seat the same number of passengers as one standard coach, but they weighed only 27 tons instead of 65 tons. The car body was so inexpensive that it would be cheaper to scrap one every seven years and build a new one than to have a major overhaul.

The public was introduced to the new trains by running them on the Pennsylvania, New York Central, Santa Fe, and Union Pacific and even into Mexico and Canada. There was a bit of trouble in the riding quality, and there was noise and vibration coming through the shock absorbers. Some couplers would occasionally come open and separate the train. The couplers were rebuilt and there was no more trouble. One train spent 26 days in the NYC shops at Beech Grove, Ind., getting corrections made. In January, 1956, runs began simultaneously on the Pennsy between Washington, D.C. and Philadelphia, and on the NYC between Chicago and Detroit, cutting an hour off the regular schedule.

The Santa Fe was interested in the new train for a trial run between Los Angeles and San Diego on a 2-1/2 hour schedule for

128 miles. General Motors was very agreeable, but Santa Fe officials didn't care too much about deadheading the train from Chicago to Los Angeles. Santa Fe's General Traffic Manager came up with the idea of a public relations run. Why not send out invitations for a round trip ride Chicago to Los Angeles for \$115.00? This was \$15.83 more than the regular coach fare, but that would pay for meals, pillows, and unlimited coffee.

Arrangements were made for *Trains Magazine* to furnish publicity in its February, 1956 issue. The response was very good. Answers came from 27 states, as well as Canada and Germany. The trains left Dearborn Station in Chicago at 7:15 p.m. as a second section of the *Super Chief* on Thursday night, March 1, 1956. Additional time was needed on the 39-1/2 hour schedule to allow for meal stops.

Would passengers, for the sake of economy, accept traveling in less luxury than they were used to aboard the expensive streamliners? This run, and the short-haul tests, should get some answers. There was a convivial atmosphere on board. It was a rolling long-distance party. Maximum speed was 90 m.p.h., but this wasn't a speed test. When possible each passenger had a double seat, but each seat had a space of only 35 inches which isn't much for a long or wide person. Leg room was a minimum.

People in towns along the way were down at the stations to watch the new train roll by. It got a good inspection at Dodge City, Kansas, when passengers unloaded to eat breakfast. For nearly 100 miles folks on board got a good look at Pikes Peak. At Trinidad, Colo., a pair of Alco diesel helpers snaked the party up the 2-1/2% climb to the tunnel at Raton Pass at 7622 feet elevation. There was a Harvey House breakfast at Barstow, Calif. At 1:13 p.m. on Saturday, March 3, 1956, *Aerotrain* rolled into Los Angeles.

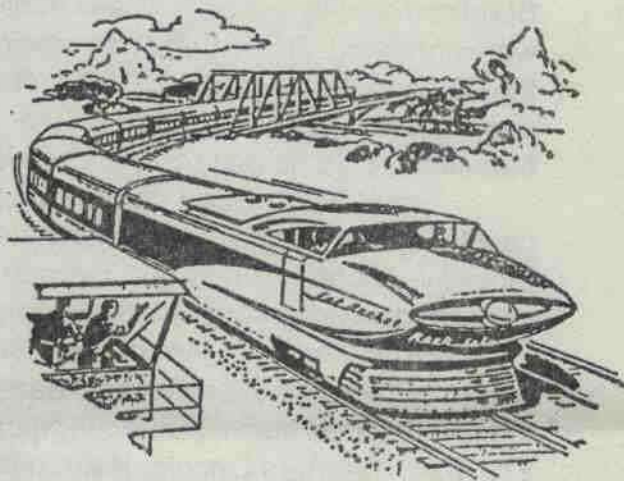
The concerns of the passengers that the train was less than ideal for a long haul, but would serve very well on short runs. Creature comfort was again the deciding factor, as with the *Pioneer Zephyr*. The Union Pacific put the train into service on December



18, 1956, as a gambler's special between Los Angeles and Las Vegas, Nev.. Running daily as the "City of Las Vegas", it left Los Angeles at 9:00 a.m., arriving at Las Vegas at 3:55 p.m.. On the return trip it departed at

5:00 p.m., arriving in Los Angeles at 11:45 p.m.. There were seven coaches, a "Chuck Wagon" buffet car, and a bar-lounge car. No tickets were issued for travel between stations in California. Its final run was September 14, 1957.

Later in 1957 the two trains were sold to the Rock Island and were operated in com-



muter service. Their last runs were made April 24, 1965.

General Motors built three LWT-12 locomotives, and the first one was sold to the Rock Island to power the streamlined "Jet Rocket" between Peoria and Chicago. It went into service February 11, 1956.

Note: Two of the three Aerotrain locomotives are preserved in museums. Former Rock Island Engines #2 and #3 and pairs of coaches were donated by the railroad in 1966. Sadly the #1 and original Jet Rocket engine was scrapped. The National Transportation Museum at St. Louis has the #3 and the National Museum of Transport at North Freedom, Wisc. have them on display.

(CLUB NEWS continued from page 2)

the club. You can also collect SHURFRESH and PRICE SAVERS labels. These labels will be cashed in for the Eureka Springs trip next time.

☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, September 10 at 2 PM in the Twin City Bank on Main Street in North Little Rock. The speaker will be Bob McManus, general manager of the Fordyce & Princeton Railroad in Fordyce. It should be a great meeting, as all are. Refreshments will be served and anyone is invited.

MEMBER HAS SENSE OF HUMOR - Club member Raymond Toler of Springdale, Arkansas sent in the following letter:

"As I read the August, 1989 ARKANSAS RAILROADER, I was saddened to note on page 9 that 819 had lost one of its wheels." (I had accidentally said the 819 was a 4-8-3 instead of a 4-8-4).

Mr. Toler goes on to say "Additionally, on page 11, I learned that the KCS had 'abandoned Hope'. How sad! There should always be hope." (Referring to the article about the KCS abandoning some track in Hope, Arkansas).

He continued that he enjoys the RAILROADER.

BILL MERCK'S NEW ADDRESS is Kennington Point Apartments, 6310 Village Grove Drive, Memphis, TN 38115. His going away party given by Walter Walker was well attended July 16.

CHRISTMAS PARTY is scheduled for Saturday night, December 9 beginning at 5:30 PM at Wyatt Cafeteria on JFK in North Little Rock. Price will be \$7.50 each for a good meal and there will be entertainment provided. We will begin taking reservations in November, but mark your calendars now.

SAM RYKER

Died August 13 at the age of 77

Mr. Ryker was a long-time member of the Arkansas Railroad Club, a retired manager of Walgreen Drug, past exalted ruler of the Little Rock Elks Club and past president of Downtown Hot Springs Unlimited, Inc. He lived in Lonoke.

BART AND SARAH JENNINGS' report on the 1989 NRHS convention at Asheville, North Carolina will be included in the October RAILROADER, since this month's edition is fast becoming very large (i.e., I've already put 63,000 bytes of data into my computer this month and my fingers are tired). Also, stories by L. T. WALKER and EAKLES HILLE will be upcoming in the next one or two months. Have no fear, everything will be eventually run.

PHOTOS OF ENGINES NEEDED - Bob Yarger, editor of "Locomotive & Railway Preservation" magazine needs CURRENT photos of shortline steam engines and current status of the following engines:

DIERKS 226 ---- Eureka Springs, AR
DIERKS 227 ---- Broken Bow, OK

DIERKS 207 ---- Tulsa, OK
DIERKS 360 ---- Rich Mountain, AR
DIERKS 206 ---- San Juan Covarrubias, Veracruz, Mexico
ACME BRICK #6 ---- Bull Shoals, AR (need history of this operation
at Peria)
MERIWEATHER GRAVEL 336 ---- Lewisville, AR
DELTA VALLEY & SOUTHERN 73 ---- Victoria, AR
SOUTHERN LUMBER 123 ---- Warren, AR (also need photos of this one
in service)

Action shots of Dierks 206, Acme Brick #6 and Southern Lumber #123
would also be appreciated.

Black & White 8 x 10s are best, slides are second best, color
prints last.

"Current condition" means what would be required for a full
cosmetic restoration, shape of boiler, etc., plus other tidbits about
the engines' history. Mr. Yarger also would like to know about the
Dierks operation at Mountain Pine, when did it quit, how long was it,
etc. He needs this information to continue doing his stories on
Arkansas shortlines. Contact him at: Bob Yarger, Editor, LOCOMOTIVE &
RAILWAY PRESERVATION, P.O. BOX 95, RICHMOND, VT 05477 (802-434-2351)

EXTRAORDINARY SECRETARY - (Pine Bluff) - Among 75 central Arkansas
secretaries honored as winners of a media sponsored "Extraordinary
Secretaries" contest held recently was LAVERNE COMMER, secretary of
the Literacy Council at Pine Bluff and wife of Cotton Belt Rail
Historical Society Chairman and Arkansas Railroad Club member Jake
Commer. (COTTON BELT NEWS)

ARKANSAS RAIL NEWS

TRAIN TRAVEL IN THE OZARKS? - Train travel may be returning to
Northwest Arkansas. A federal mass transit grant was issued for a
proposed Van Buren passenger train. Organizers plan to run the train
for tourists and local conventioners, according to Rusty Myers, who
obtained the \$24,000 grant through the Western Arkansas Planning and
Development District.

The grant money is going to be used for a feasibility study for
the proposed excursion line. The study will be completed by the end
of 1989. If everything goes well, Myers said, the excursion train
should start running by next summer. Myers said the train could run
daily excursions from the city-owned depot (ex-Frisco) at Van Buren
to Mountainburg and Chester and Fayetteville. The tracks are owned by
the Arkansas & Missouri Railroad. The excursion train would pay for
the rail use and a commission based on a percentage of the revenue,
Myers said. (ARKANSAS GAZETTE, August 6, 1989)

UNION PACIFIC PAYROLL IN ARKANSAS - Union Pacific in December 1988
accounted for 2,480 jobs and a \$107 million average annual payroll in
Arkansas (averaging \$43,145.16 annual salary per person). In a
similar report for December 1987, the railroad's statewide employment
was listed at 2,894 - or 414 more than in 1988 - and the average
annual payroll was \$104.4 million (or about \$36,074 per year each).
The railroad in December had 1,988 employees in Greater Little Rock,
most of which were at the North Little Rock repair shops and yards.
(ARKANSAS DEMOCRAT, July 11, 1989 by Randy Tardy, ARC member)

KIDS PLAY "CHICKEN" WITH LOCOMOTIVES - (Mountainburg) - Diane M.
Collins, manager of administration for the Arkansas & Missouri
Railroad, expressed concern July 18 about a group of children in
Mountainburg playing "chicken" at a railroad crossing. A train
engineer told Collins he did not think one youth was going to get off
the track. The incidents have been occurring for about two weeks.

Mountainburg police chief Barry Gudgeon said there were some

children who were playing with skateboards on Highway 71 and had placed plywood across railroad tracks as jump ramps. The youths have been seen with skate boards as late at 11:30 PM. (Van Buren PRESS ARGUS-COURIER, July 20, by Billie Griffin)

BN GIVES TRAIN RIDE - (Jonesboro) - Burlington Northern ran an excursion train from Thayer, Missouri to Memphis the week of July 16 for a public relations tour given for city officials and customers along the line. Bill McKnight, BN's Jonesboro agent, said they could have filled up the train three times. The railroad has its own fleet of 12 cars for purposes such as this. The six-car train, which passed through northeast Arkansas, had a dining car, all set up for a full course rib dinner. The Burlington Northern started this promotion program four or five years ago. (JONESBORO SUN, July 23 by David Keith)

READER RAILROAD CELEBRATED 102 YEARS - (Malvern) - The Reader Railroad between Prescott and Camden, celebrated 102 years of steam railroading as the oldest all-steam standard gauge common carrier railroad to operate in North America. Special trains were run the weekend of July 22 using authentic old coaches and wood-burning engines. The Reader operates every weekend in the summer and can be contacted by phoning 501-337-9591. It wasn't known at presstime whether or not the Reader will run its famous night run this fall. If it does, it will operate in late October.

COUPLE FILES CLASS-ACTION SUIT IN 1987 DERAILMENT - (North Little Rock) - A lawsuit seeking unspecified damages was filed July 21 on behalf of about 5,000 North Little Rock residents living near the site of a July 1987 derailment and leak of chemicals in Union Pacific's yards. A Union Carbide tank car containing ethylene oxide derailed in UP's yards July 8, 1987 and many people were evacuated. (ARKANSAS DEMOCRAT, July 22, by Noel Oman)

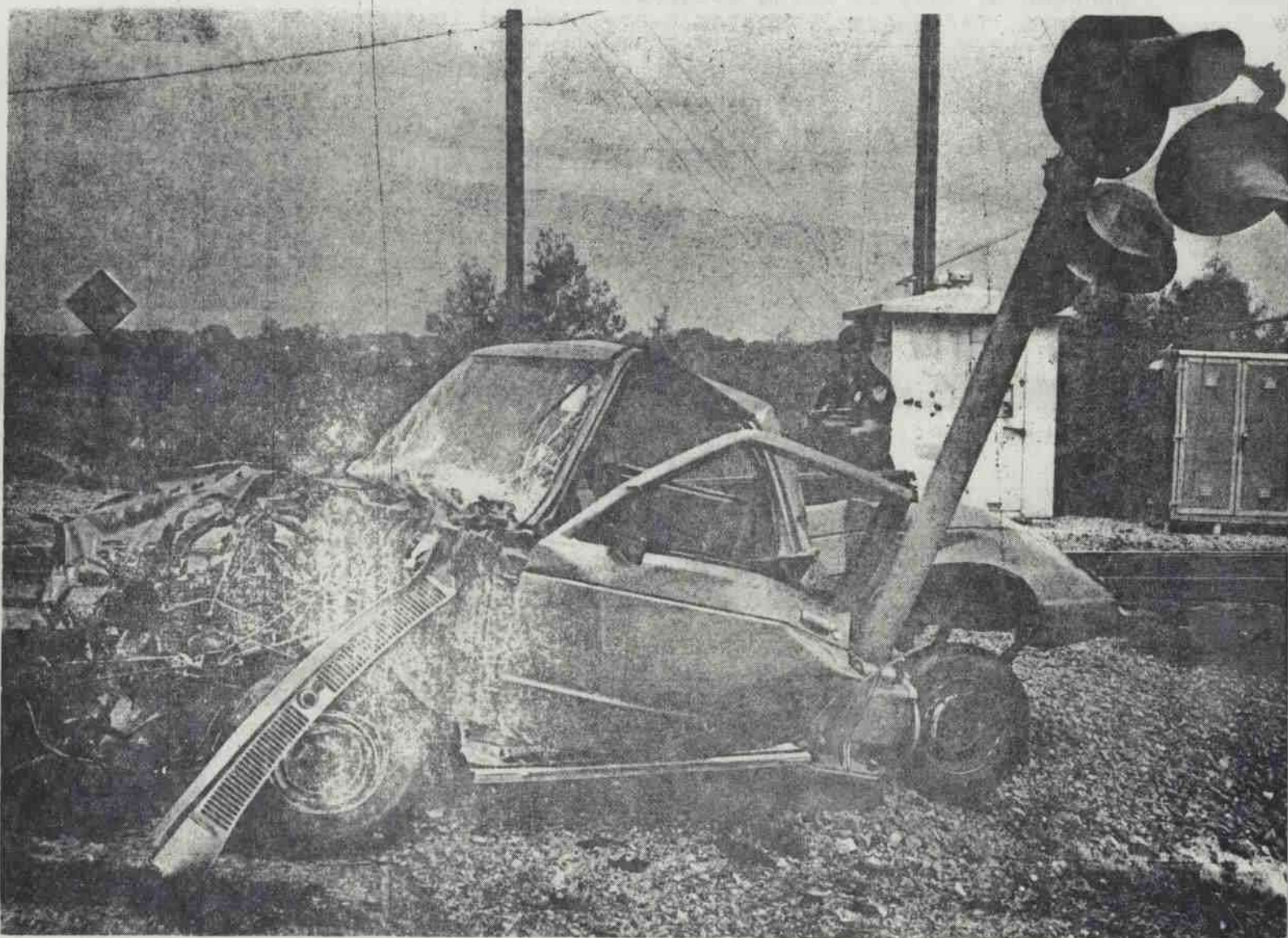
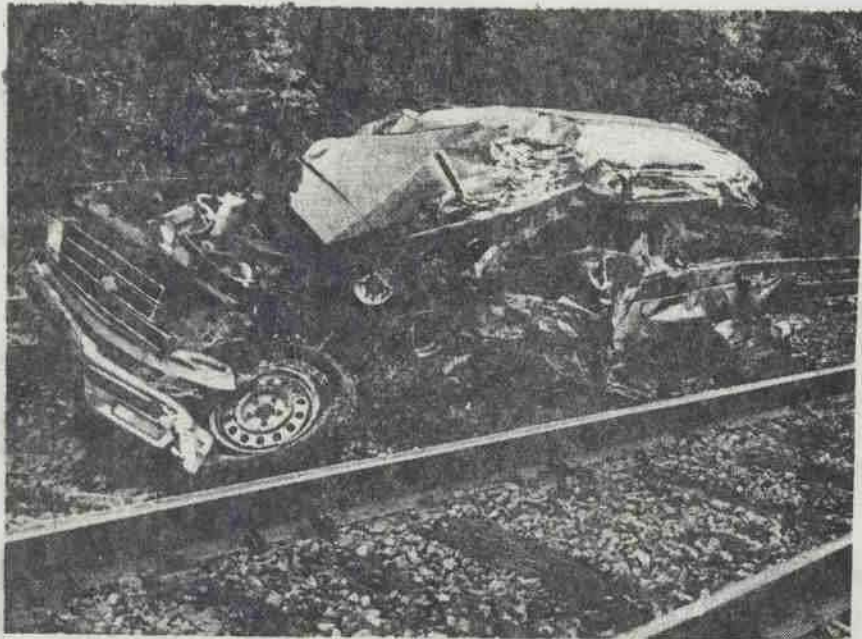
MORE LAWSUITS - (Alma) - The Union Pacific faces the prospect of three lawsuits concerning grade crossing accidents, one at Alma June 15 and one at Dyer, November 1, 1987. Millions of dollars are at stake. October 9 is one hearing date. (Van Buren PRESS ARGUS-COURIER, July 29, by Billie Griffin)

TEXARKANA'S GE RAILCAR YARD - (Texarkana) - GE Capital Railcar Services shop in Texarkana covers 57 acres and is located on the outskirts of town. It was founded as part of North American Car Corp in 1934. These days the yard repairs GE's 50,000-car rail fleet, plus anyone else they can squeeze in. The shop employs 237 people. Some 2,500 railcars are fixed at the plant yearly. Cars come from all over the United States for repairs. GE averages a 45-day turnaround on its car repairs.

Once cars come in the plant they are inspected and classified into light, medium or heavily damaged cars. Cars are thoroughly cleaned and checked for flammable materials. The plant can accommodate up to 400 cars at any one time. (ARKANSAS DEMOCRAT, July 30, by Hal Brown)

TRAIN HITS MAN ON TRESTLE - (Mountainburg) - William Mendenhall, 21, was walking along a trestle near the Silver Bridge when he was knocked off the tracks by an oncoming A&M train July 20. The accident occurred just off Highway 282. Mendenhall and another man were walking down the tracks to look at a spot on the creek where they had previously been canoeing. The two men were on the trestle when the train suddenly came around a bend. Both men started to run across the trestle. One man jumped but Mr. Mendenhall didn't and was hit by the train. He was suffering multiple fractures. (Van Buren PRESS ARGUS-COURIER, July 24, by Roy Faulkenberry)

The Apollo 11 Saturn Moon Rocket had as much power as 92,000 locomotives!



FATAL CROSSING ACCIDENTS - The above two photos, the top one by Philip Felton of the BENTON COURIER taken in July and the bottom one by Sharon Knight of the Paragould DAILY PRESS, also taken in July, show what can happen when a train hits a car. In both these cases, fatalities resulted. In the top photo, the victim reportedly had passed two vehicles before attempting to drive around the railroad

crossing arms. In the bottom photo, the pickup hit the second car behind the train's two engines. To anyone contemplating beating a train to a crossing, these photos prove that a train cannot stop (it takes up to a mile for a train to stop) and they also prove that cars are no competition for locomotives - cars weigh about two tons...trains weight on the average 6,000 tons. There are about 7,000 crossing accidents nationwide each year. (Both photos above reprinted with permission obtained on August 18)

MORE CROSSING ACCIDENTS RECENTLY - Seems there's a rash of railroad crossing accidents the past few weeks in Arkansas. In Conway, a man was killed on August 8 when his pickup truck and a Union Pacific train collided at the Highway 286 crossing early in the morning. He was the fifth person killed at that crossing in the past four years. Crossing gates are slated for there at the end of 1989. Between 1978 and 1988, 48 accidents have occurred at rail crossings in Conway resulting in 10 deaths.

In another crossing accident, Waldo mayor Celia Wideman was injured around 10 AM August 10 when the car she was driving was hit by a Cotton Belt train at the North Hope Street crossing. She apparently attempted to back off the crossing when she saw the train.

In yet another crossing accident, a father and daughter were killed Sunday, August 6 when their car was struck by a Cotton Belt train in Buckner. The accident occurred at the County Road 19 crossing about 3 PM. County authorities said a witness to the accident stated the car came across the tracks and apparently didn't see the train. The spokesman said the train blew its whistle several times. (Conway LOG CABIN DEMOCRAT, August 10 by Ken Blanton; Magnolia BANNER-PRESS, August 11; Magnolia BANNER-PRESS, August 7)

BOXCAR HITS HOME, KILLS 3-YEAR OLD - (Hope) - At about 8:35 PM Wednesday, August 9, a home was demolished in Hope, Arkansas when three Union Pacific freight cars jumped the tracks and one of them smashed into the bedroom portion of the house. Ernest Beasley's 3-year old son Jason was killed when he was buried under the rubble from the crash.

According to Mark Davis, Union Pacific spokesman, "We have offered to put them up in a hotel, and we have made an offer to locate for them and purchase a new house. We have also offered to pay for the funeral of their child." Davis added that the Beasley house was dangerously close to the tracks. "It was only 27 feet away, and the average regulated distance between residences and a railroad track is 50 feet on either side of the center of the tracks." He explained that the particular branch of tracks the Beasley home was located near "was built in 1879, and was probably owned by a small railroad company that needed money and felt the distance was safe at the time, given the low speeds of the trains." (The speed of the UP train that derailed was measured at 4 MPH. It was backing on a "Y".)

The investigation is continuing into this wreck. (HOPE STAR, August 11, 1989 by Daniel Marsh)

Tradition says that exertion is unpleasant. Break the tradition. Run, don't ride, to the nearest park. Work up a sweat. Breathe heavily. Increase your heartbeat. We need, and can learn to like, both physical and mental exertion. Think. Hit the books. Attack the problem. Rack your brains. Do what you can and enjoy it. It's a great day!

...THE REALIST

NEW RAIL CARS AT FORT SMITH MUSEUM - (Fort Smith) - The Fort Smith Trolley Museum has acquired two more items from railroading's past. The Arkansas & Missouri Railroad delivered a dining car and power car

that were donated by the Union Pacific. The cars originally belonged to the KATY railroad (no numbers given in article). The dining car was built by American Car Co. about 1938.

The museum now has three boxcars, two cabooses, two locomotives and three trolley cars. One of the trolley cars may go into operation next summer. (Fort Smith SOUTHWEST TIMES RECORD, August 9, by Dave Hughes)

819 NEWS - (Pine Bluff) - Bill Bailey reported at the August 13 meeting of the club that they were looking at the tender of the SSW #814, which is located in St. Louis. However, the tender was in so bad a shape, the Cotton Belt group decided not to get it. The 814 was a sister engine to the 819. Also, Bill said that three more passenger cars have arrived in Pine Bluff: an SP sleeper, a baggage/dorm and Canadian National "Sunflower" business car.

Bill also said that the 819 may be run again this year in October from Pine Bluff to Tyler. It would be for employees/retirees again, like last year. The trip has not yet been officially announced, but details will be in the October newsletter if I get them in time. I have no exact date.

DARDANELLE & RUSSELLVILLE RR NEWS - (Dardanelle) - According to Bill Robbins, president of the D&R RR between Dardanelle and Russellville, he expected rehabilitation work to begin on the D&R the week of August 14. Track work would be the main thing done. The 5 mile road is making money again.

BROADWAY ROCK ISLAND BRIDGE BEING DEMOLISHED - (North Little Rock) - The old Rock Island (now Union Pacific) railroad bridge over Broadway in North Little Rock was showing signs of demolition work as of August 18. It is expected to be taken down shortly.

GENERAL RAIL NEWS

RAILROADS HAVING FEWER ACCIDENTS - According to the Railroad Commission of Texas, rail accidents have dropped 44 percent since 1983.

SNAPSHOT OF RAILROAD CEO'S - Here's a list of current (as of August 1989) Chief Executives of many railroad companies/owners:

CSX CORP - John W. Snow; UNION PACIFIC - Drew Lewis; UNION PACIFIC RAILROAD - Michael Walsh; BURLINGTON NORTHERN - Gerald Grinstein; NORFOLK SOUTHERN - Arnold B. McKinnon; SANTA FE PACIFIC - Robert D. Krebs; CONRAIL - James A. Hagen; SOUTHERN PACIFIC TRANSPORTATION CO. - Philip F. Anschutz.

Deregulation of railroads in 1980 has meant many of these men are not your typical railroad leaders, some having come from private industry and government instead of working their way up through the railroad. (PINE BLUFF COMMERCIAL, July 30)

SOUTHERN PACIFIC BUYS ST LOUIS-CHICAGO LINE - Southern Pacific Transportation has agreed to buy the St. Louis to Chicago rail line of the Chicago, Missouri & Western Railway Company, which has gone bankrupt. (The CM&W was once the Illinois Central). Southern Pacific would pay \$22 million in cash for the 282-mile line through Springfield and Bloomington, Illinois.

"This purchase, along with acquisition of the Soo Line's Kansas City-Chicago route which we negotiated in June, will give Southern Pacific access from two major routes to Chicago markets and, through Chicago, important routes for customers across the nation," said Mike Mohan, Southern Pacific president. Also, Mohan said the SP would take on the line "because CM&W is losing money and may not be able to keep operating the line. That would endanger continued service by Amtrak, which runs eight passenger trains a day on the route. SP intends to run a first-class railroad between St. Louis, Springfield and

Chicago, and will demonstrate this to the public by accepting the temporary added burden of operation under the limitations of directed service to keep everything running." (SP news release, August 3)

"TEXAS LIMITED" TO BEGIN SEPTEMBER 1 - (Houston, Texas) - A passenger excursion train will begin public excursions between Houston and Galveston on September 1 over the rail lines of the Southern Pacific, Galveston-Houston & Henderson, Galveston Wharves, and the Santa Fe. It will depart the SP/Amtrak station in Houston and arrive at the Galveston Railroad Museum, a distance of 50 miles. The trip will take about 2 hours. It will be the first time in over 20 years that a passenger train has run between Houston and Galveston.

The train is scheduled to depart Houston on Thursday and Fridays at 4:15 PM, arriving Galveston 6:30 PM. It will depart Galveston at 9:30 PM and arrive Houston 11:45 PM.

On Saturdays, it will leave Houston at 8:30 AM and 4:30 PM, while on Sundays it will leave only at 8:30 AM.

Roundtrip ticket is \$30 first class, \$25 coach. Tickets will be available August 21 by calling 713-522-9090 and giving them a credit card number. Passes will be picked up at the depots.

The train is composed of five restored passenger cars (CHIMAYO, HAWKEYE, SILVER STIRRUP, SILVER QUEEN and NEW YORK CENTRAL 61) plus two F7A locomotives. Franklin M. Denison is the businessman who is president of the Texas Limited. In-kind support also comes from many Houston-area businesses and people, including Conrail and Union Pacific.

The five cars' history is as follows: CHIMAYO was built by Pullman-Standard in 1938 for the Santa Fe's "Super Chief" as a sleeping car, converted to a 48-seat coach in 1960, sold to the New Jersey DOT in 1971, bought by Mr. Denison in 1987. HAWKEYE was built in 1941 by the Budd Company for the Rock Island as a chair car to be used on Rock Island's famous streamliners. It was used on trains such as the "Des Moines Rocket," "Peoria Rocket," and "Rocky Mountain Rocket." It continued to serve the Rock Island until 1969, when it also went to the New Jersey DOT for commuter service, was sold to a scrap dealer in 1975 but luckily survived until today.

SILVER STIRRUP was built in 1948 by the Budd Company for the Burlington section of the famous "California Zephyr" as one of the first Vista-Dome cars. It went to Amtrak in 1972 and served on the pre-Superliner "San Francisco Zephyr", went to the Alaska Railroad in the early 1980s, was sold and ran on the San Antonio "Texan" dining train of the Texas Southern in 1988. SILVER QUEEN was built in 1957 by Budd as a coach for the Minneapolis and St. Louis RR. It was built with oil-fired heat instead of steam heat. It was transferred to the Rock Island soon after and renamed the "Herrington". The Denver Railway Car Company bought it in the early 1980s and was remodeled to include plush couches and mahogany cocktail tables.

NEW YORK CENTRAL 61 was built after World War II as a parlor-lounge-observation car for the New York Central. It has a rounded end has followed the "James Whitcomb Riley," "Twilight Limited," among other trains.

Owner of Excursion Trains Inc, which will run the "Texas Limited," Franklin M. Denson, said: "In my opinion, there is absolutely nothing more romantic in the subconscious of most Americans than trains. The railroads united America," he continues. "You just don't erase that."

WIN SOME, LOOSE SOME IN TEXAS - (Corpus Christi, Texas) - June 18, 1989 marked the last run of the Tex Mex Express. The train did not have sufficient ticket sales. The train started regular runs on February 1, 1986. It made one round trip each day on weekends from Corpus Christi to Robstown, Alice and Hebbronville to Laredo. Waitresses served you at your seat. Service may begin again in a year when the Navy port in Corpus Christi opens. Chartered trains may

still be possible. (GULF COAST RAILROADING, July 1989)

TRAIN CARRYING SIOUX CITY JET SURVIVORS HITS BOY - (Des Moines) - A 6-year old boy returning from a fishing trip was killed by an Amtrak train July 21 when his bicycle got caught on the tracks out of Des Moines. The train had just picked up several survivors from the crash of the jet at Sioux City. "He wouldn't leave his bike on the tracks - he had to go get it," said the boy's uncle. The train's engineer said the boy didn't know what hit him. (Des Moines REGISTER, July 22, by Melissa Myers via Jim Johnson)

SP'S UNSOLVED MYSTERY - (Harney, Nevada, August 12, 1939) - It was a typical warm summer evening as the streamlined "City of San Francisco" made its way through the still Nevada desert heading towards the bright lights of the San Francisco Bay area. Although the sleek, shiny train was 29 minutes late leaving Carlin, none of the 179 passengers aboard the 17 cars seemed to mind. Dinner was over and many had already settled in for the night.

At 9:33 PM, with train #101 cruising about 60 MPH, engineer Edward Hecox felt "a sudden jar and drop" in the lead locomotive and immediately applied "electro-magnetic brakes in full service," according to reports. The "City of San Francisco" traveled 865 feet before crumbling to a stop, derailing 14 cars and five locomotives -- some tumbling off the Humboldt River Bridge.

Saboteurs had removed spikes and angle bars from the track to wreck the train, killing 24 people and injuring 121.

SP police and the FBI began an immediate investigation into the grisly tragedy. Within two months, authorities had questioned more than 54,000 people. More than 200,000 would eventually be interviewed during the next 10 years. SP also offered a \$10,000 reward for information leading to the arrest and conviction of the person or persons responsible.

The case remains open.

(SP UPDATE, July 26, 1989)

UP'S NEW LIVESTOCK CARS - (Schuyler, Nebraska) - HOG TRAIN, midwest style! Clougherty Packing of Nebraska has purchased a fleet of 90 specially constructed livestock cars, designed by Union Pacific experts. The new 60-foot cars replaced UP's aging fleet of 40-foot cars. These cars will be used to transport live hogs from Nebraska to California.

Gunderson Incorporated of Portland, Oregon, delivered the first production line cars, HOGX1 and HOGX2, to pick up shipments at the Schuyler, Nebraska plant on March 10 of this year. The new cars feature redesigned watering systems. Sand is placed on the three decks carrying hogs to give the animals better footing on the road. Each deck in the new cars contains two divider panels to prevent the hogs from bunching up and bruising each other.

A new ceramic paint was used to reflect heat, and doors are located on the ends of the cars instead of the middle for better unloading. The last of the 90 new green and white cars went into service on UP's "hog train" late this spring. (UP INFO MAGAZINE)

RAILROADS AND DRUG TESTING - The Federal Railroad Administration has delayed the mandatory dates for railroads to submit their plans for alcohol/drug testing. All Class I lines, including Amtrak, BN, SP, UP, etc., will be required to submit random testing programs by October 2, 1989. Class II carriers will have until April 2, 1990 and Class III (short lines) carriers will have until July 2, 1990. No employee on or after July 2, 1990 will be permitted to use a controlled substance at any time, whether on or off duty. (UTU NEWS, July, 1989 via L. T. Walker)

BN/SF TO MERGE?? - The Burlington Northern and the Santa Fe have signed an intermodal traffic agreement that some analysts believe is

the first step towards a possible merger. The coordination agreement calls for Santa Fe to market the eastbound flow from California and the Burlington Northern will market the westbound out of the southeast. BN officials said the carrier now can sell its service from Birmingham, Alabama all the way to Los Angeles. (UTU NEWS)

A HIGH SPEED RAIL NETWORK may soon get started between Miami and Orlando-Tampa, Florida. Private funding will provide up-front funding to help build the 300-mile system between Miami, Orlando and Tampa. Nationwide, the \$15-million a mile, 2,000 mile system of maglevs could be built at a cost of \$30 billion that would eliminate the need to build new airports. The airlines themselves may run the new systems. (UTU NEWS, July 1989)

ROCK ISLAND DINING CAR #431 named "Little Rock" has been spotted on a siding on the east side of Cleveland at the old New York Central Collingwood Shops, visible from Interstate 90. (THE ROCK)

UNION PACIFIC'S SECOND QUARTER EARNINGS for 1989 increase 18 percent to \$136 million from 1988. Second quarter carloadings fell 3 percent, however. In the first half of 1989, UP earned \$261 million, up 11 percent from a year earlier.

SOUTHERN PACIFIC ORDERS NEW FREIGHT CARS - SP ordered 325 gondola cars worth \$15 million from Gunderson, Inc. in Portland, it was announced July 19. The 65-foot long cars, each with a 100-ton/3,200 cubic foot capacity, will be used to transport steel and other products throughout SP's 15 state system. Delivery of the new cars was expected to begin in late August of this year.

KCS SLURRY CASE REVERSED - (St. Paul, Minnesota) - The 1988 jury award of \$611 million in the case of South Dakota vs. Kansas City Southern Industries has been reversed in U.S. Circuit Court in St. Paul. KCSI president Landon H. Rowland said that the railroad felt vindicated and that they would now study the ruling and establish long-term plans. KCSI has been enjoined from engaging in transactions outside its normal businesses while its appeal was pending. In July, Moody's Investors Service reacted to the ruling by placing \$63 million of KCSI's long-term debt under review for upgrading.

The \$611 judgement was one of the reasons cited by the ICC in denying KCS's bid to buy Southern Pacific last summer. (KCS Historical Society's CROW and SP UPDATE)

DINOSAUR TRAINS - (Grand Junction, Colorado) - One of the largest discoveries of dinosaur fossils (bones to you and me) in the U.S. was shipped to Lynchburg, Virginia from Grand Junction, Colorado aboard the D&RGW to Kansas City for interchange with the Norfolk Southern. The 20,000 pounds of Allosaurus bones were sent to Liberty University's Museum of Earth and Life History for display. The move was free. (The Allosaurus was an only slightly smaller cousin of the Tyrannosaurus Rex). (SP UPDATE)

KCS BRANCHLINE ABANDONMENTS - KCS has published notice of potential abandonment of two branches that leave the main line less than a mile apart: The Baxter Springs Branch from KOG Junction, Missouri 9.5 miles to Crestline, Kansas and the Waco Branch (remnants of a Frisco line between Joplin and Pittsburg that was abandoned in the late 1950s) from Asbury, Missouri to gravel pits at Waco, Missouri.

TRAIN TRAVEL GROWS IN MISSOURI - More than 21 million people rode Amtrak last year, growing 5 percent from the year before. In Missouri, ridership grew 10 percent to 175,000. The state of Missouri will finance a new coach car to be used on the Kansas City-St. Louis runs on an emergency basis. It will cost about 250,000 used.

In September of 1988, Amtrak began offering interconnecting bus service between Kansas City and Omaha.

"I could have flown to California much quicker and a little

cheaper," said a recent passenger, "but you can't approach the southwestern desert from anything but a train." (KANSAS CITY STAR, July 5, 1989 via Jim Johnson)

NEW AMTRAK STATION FOR MEMPHIS? - (Memphis) - The old Illinois Central Station at Memphis is currently being used by Amtrak's "City of New Orleans", but it is run down and pressure is being applied to build a new one, possibly at the Mud Island parking garage. (THE MEMPHIS BUFF)

APPEALS COURT BACKS RAILS TO TRAILS - (St. Charles, Missouri) - The 8th Circuit Court of Appeals ruled against land owners July 5 and upheld conversion of the 200-mile abandoned M-K-T right of way through Missouri to a recreational trail. At issue is a 1983 amendment to the National Trails System Act, known as "Rails to Trails," providing for interim use of railroad rights of way as recreational trails. After the KATY abandoned the line, it sold the right of way to Missouri for \$200,000 to be developed as the Katy Trail.

Some 200 landowners along the railroad sued, arguing that the conversion of the right of way to a recreational trail was an unconstitutional taking of their property. Deeds supported their claims.

This victory in court should clear the way for the city of St. Charles to develop its tourist railroad on the seven miles of Katy track it purchased in 1987. The property owners probably will appeal to the Supreme Court, however. (THE GATEWAY RAILLETTER, August 1989)

TRAINED DOG FINDS ALIENS ON UNION PACIFIC - "Dieter" is Union Pacific's first K-9 dog special agent, trained to sniff out illegal aliens in boxcars, thus letting authorities remove them from the railroad's property before they get hurt or killed. In three months this spring, "Dieter" found over 400 illegal passengers. He is stationed in El Paso, Texas. In 1988, 33,013 illegals were removed from railroad cars nationwide.

DEEP SEA WHEELS - (Pacific Grove, California) - Southern Pacific recently donated six scrap diesel wheels to the Monterey Bay Aquarium Research Institute in Pacific Grove. What, you may ask, does an aquarium want with 5,386 pounds of wheels? As part of the institute's oceanographic studies, the wheels will be used to anchor equipment on the ocean floor. (SP UPDATE)

DEPOT ALMOST DEMOLISHED - (Nebraska City, Nebraska) - An historic Missouri Pacific depot in Nebraska City, Nebraska was half demolished -- apparently by mistake -- by Union Pacific wrecking crews early this past spring. The depot was earmarked for preservation by the local Preservation Council to be the centerpiece of a riverfront development.

Local newspaper editor Dave Oeschner discovered that a dragline crane was tearing into the roof of the building one morning. He persuaded the wrecking crew to stop while his associates called Union Pacific in Omaha to reconfirm that the depot would be saved.

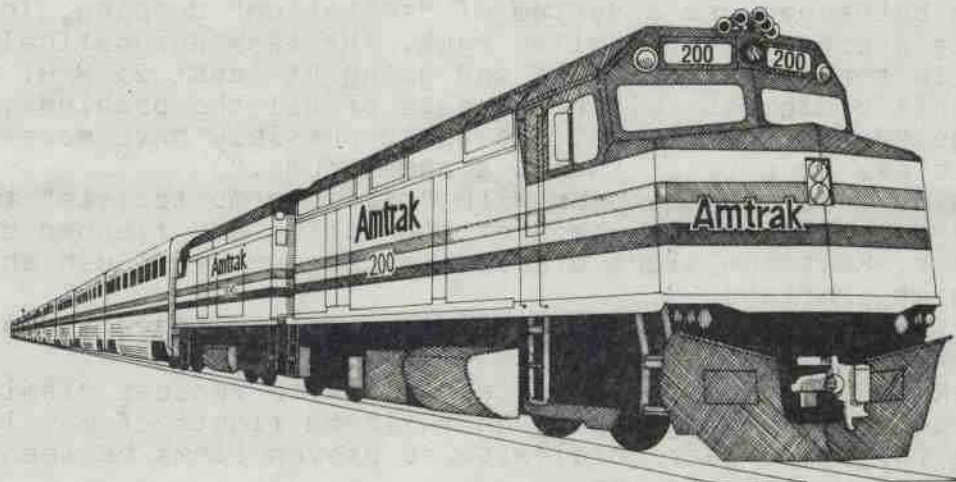
Then late that afternoon, demolition work resumed when an engineer decided that the damaged building was a hazard. The building was 50 percent destroyed before railroad officials again called a halt to the demolition at the behest of angry complaints from the preservationists.

The following day, they met with Nebraska City representatives to inspect the damage and agreed to preserve what was left of the building and reconstruct what was torn down. Red-faced Union Pacific officials attributed the destruction to a misunderstanding of orders by the work crews. They were told to clean out the building because it was targeted for disposal, and they understood this order to mean demolition. (LINCOLN STAR via THE GATEWAY RAILLETTER)

MORE ON TULSA GROUP'S PURCHASE OF LINE - Club member Reat Younger of Springfield, Missouri wrote and said that the Sunbelt Historical Railroad Trust in Tulsa, Oklahoma does indeed own that stretch of former Missouri Pacific track from Bixley to Muskogee, Oklahoma. (Mr. Younger, as a Tourist Railroad Consultant, has been put on retainer by the group). He said at first Union Pacific was going to allow the "Trust" to obtain the entire line from Oklahoma City to Muskogee, but at the last minute the UP found a major shipper that would build a plant on the line. At this point, it appears that the tourist operation will run from Bixley to near Taft, Oklahoma.

The **BRANSON, MISSOURI TOURIST PROJECT** mentioned a few issues ago is still under construction. They are blasting right-of-way through the hills on this 2.5 mile stretch of railroad. Engines #3 and #4 of the Eureka Springs Railroad (in Beaver, Arkansas) were moved there from Beaver. Mr. Younger hopes the line will be running in 1990. They still need to hire help in all departments full time and seasonal. Can anybody run a steam engine? If you'd like to apply to help out, contact: Reat Younger, 2421 N. Ramsey, Springfield, MO 65803 or phone him at 417-869-9039.

1990 NRHS CONVENTION TO BE IN ST. LOUIS - The 1990 national convention of the National Railway Historical Society will be held in St. Louis June 14-17, 1990 at the Hyatt-Regency, near the Union Station shopping/movie/hotel complex (the old Union Station). The Frisco steam engine 1522 will haul excursions, as well as other steam engines as provided. Pre-registration for \$15 will be held until December 15, 1989. If you'd like to pre-register (let's all plan to go - this should be a lot of fun!), send a check for \$15 to St. Louis Chapter NRHS, 1990 Convention Registration, 1432 Ruth Drive, Kirkwood, MO 63122.



AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>MAY 88</u>	<u>MAY 89</u>	<u>% CHANGE</u>
NE CORRIDOR	982,285	960,467	-2.2%
SHORT DISTANCE	432,878	429,920	-0.7%
LONG DISTANCE	485,008	488,610	+0.7%
"Eagle"	13,210	14,971	+13.3%
"Sunset"	12,510	10,924	-12.7%
"City N Orleans"	19,518	19,353	-0.8%
SPECIAL TRAINS	12,571	4,700	-62.6%
<u>TOTAL</u>	1,912,742	1,883,697	-1.5%

Amtrak had an average of 193.4 passengers on its trains at any one time in May 1989. (The "Eagle"/"Sunset" had an average of 263.8 passengers on board)
 The "Eagle" was on time only 7.7% of the time in June, 1989 (24 of 26 trains late)

	YR thru 5-88	YR thru 5-89	% CHANGE
NE CORRIDOR	7,541,392	7,463,070	-1.0%
SHORT DISTANCE	3,014,006	3,042,845	+1.0%
LONG DISTANCE	3,420,783	3,510,474	+2.6%
"Eagle"	80,751	101,075	+25.2%
"Sunset"	79,236	75,677	-4.5%
"City N Orleans"	139,171	136,891	-1.6%
SPECIAL TRAINS	66,616	59,917	-10.1%
<u>TOTAL</u>	14,042,797	14,076,306	+0.2%

NOTE...The YR thru May is Fiscal Year beginning in October 1988 through May 1989.

AMTRAK'S TOILET FLUSHING OFFENDS FLORIDA - A Florida county's state attorney charged Amtrak with three counts of commercial littering for allegedly dumping "raw" sewage into the St. Johns River in north central Florida. Amtrak spokesman Clifford Black said the carrier has never been challenged before in court over track dumping, noting that the waste is discharged from passenger cars making cross-country trips.

Coach bathrooms use a system of "retention" dumping, in which sewage is stored in a 30-gallon tank. The tank automatically empties when it is three-quarters full and going at least 25 MPH. (Ed note...this could possibly be a cause of all the problems, since the large "dumps" of 20+ gallons would possibly have more impact on someone close to a track than a single "dump.")

Sleeping cars are equipped with "direct dump toilets" that empty directly onto the tracks whenever the trains are flushed by passengers. Restroom signs urge passengers not to flush while standing at stations.

Newer Amtrak cars, like Superliners, are designed to hold waste for part of the trip.

Amtrak's Black said he expects Amtrak to request dismissal of the charges because dumping sewage on railroad rights of way is an old practice (over 150 years old) with no proven links between that practice and health problems.

While in Florida in early August, your editor heard this story on the TV and newspaper news. Amtrak was even saying it would have to stop all Amtrak service to Florida if the lawsuit prevailed. Amtrak delivers over one million passengers to Florida annually.

NEWS UPDATED through August 20...mailed August 25 OR August 28.
 Deadline for October issue SEPTEMBER 15.

Right now some 450 million people fly. By 1992, there will be an estimated 600 million people in our skies. (Amtrak carried 22 million in 1988) ...From AMTRAK NEWS...

"A MISTAKE...REPEATED" by Gene Hull was typed by John Martin.

The following newspaper article was taken from the December 9, 1887 edition of the FAYETTEVILLE DEMOCRAT via THE SCRAMBLER, Boston Mountain Chapter NRHS:

ROUGH AND READY

This celebrated vermin exterminator is proving a blessing to mankind. Mr. W. P. McNair, whose reputation for veracity none will question, says: "There were at least eleven thousand rodents, commonly called rats, in and around the depot. They were of immense size and had become such an intolerable nuisance that something had to be did. Rough and Ready was recommended and I purchased one bottle and followed the directions closely. I have not seen or heard a rodent since. The effect was astonishing. The beauty about this remedy is that the rats go half a mile to die and there is no disagreeable post mortem effects."

Many other testimonials could be given but this is deemed sufficient. Rough and Ready can be bought only at Gregg & Smith's.

Also from THE SCRAMBLER comes the following trivia: After a seven-year career in bank robbing, Jesse James robbed his first train, the C.R.I.&P. Express at Adair, Iowa on July 21, 1873 of a few thousand dollars. His biggest haul, \$75,000, came on July 7, 1875 from a Missouri Pacific train at Otterville, Missouri. His last raid on a Chicago-Alton Express near Glendale, Missouri yielded only \$1,500 (Aug. 7, 1881). He was shot and killed by Bob Ford, one of his own gang, on April 3, 1882 at the age of 34.

OLD RAILROAD ADS WILL CONTINUE in the RAILROADER in future issues. I just ran out of space in this one and don't want to shrink the old ads too much to fit on a half page. (Ed.)

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents \$22.00).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

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

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

(NOTE: This address for dues only)

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on SEPT 10 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

NEWSLETTER

KEN ZIEGENBEIN, Editor
905 VALERIE DRIVE
NORTH LITTLE ROCK AR 72118-3160

TREASURER

DICK BYRD, TREASURER
12 FLINTWOOD DRIVE
LITTLE ROCK AR 72207

OTHER CLUB BUSINESS:

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

Phone: (501)-758-1340



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