



ARKANSAS RAILROADER



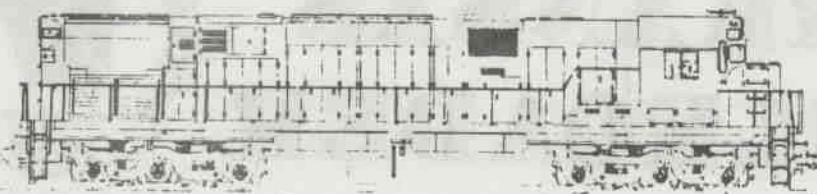
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 21 NUMBER 9

SEPTEMBER 1990



Looking east along the old Rock Island's abandoned "Sunbelt" main line in North Little Rock. Rock Island's Argenta depot is to the right. The photo was taken on a cool, drizzly day in the spring of 1989 by Ken Ziegenbein.



ALCO C-628

GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1990 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- | | |
|--|--|
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☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, SEPTEMBER 9 at 2:00 PM at the Twin City Bank on Main Street in North Little Rock. The program will be presented by DON STEVENS. His program is called "Railroads Around the World," and will include the U.S., England, Germany, Japan, etc. This sounds like a definite no-miss program. As usual, refreshments will be provided and the public is invited.

ONE ADDRESS FOR CLUB - Beginning immediately, there will be only ONE address for the Arkansas Railroad Club, including dues, newsletter items, address changes, excursion tickets, etc. ALL MAIL SHOULD NOW BE SENT TO:

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

This should make it simpler to correspond with the club. The P.O. Box will be checked daily. To expedite matters, you may want to put ATTN:Editor, ATTN:Treasurer, ATTN:(name), etc.

(CLUB NEWS continued on Page 11)

A LEGEND - A RAILROAD - AND A STATE PARK

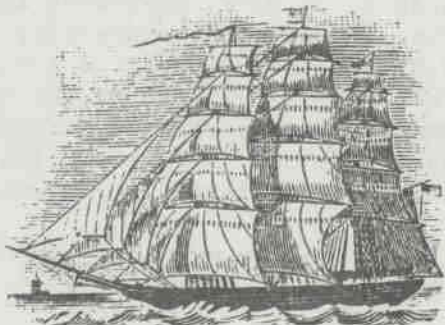
BY: Gene Hull

THE LEGEND

More than 200 years ago the young Marquis Jean Pierpont left his native homeland of France to explore the amazing new world called America. He sorrowfully said goodbye to his sweetheart, Adrienne L'Anglice. He prepared a ship, selected an adventurous crew, and promised Adrienne he would return for her.



The neighboring country of Spain claimed a loosely defined area of America which was called Louisiana, which they had received as a gift from France in 1763. Many fascinating stories had filtered back to Europe, and the Marquis could not resist them. In 1779 (?) he sailed away to the west.



Adrienne decided there was no way she was going to be left at home while her Marquis was galavanting around in America. Disguising herself in proper clothing, she secured a position as cabin boy on the Marquis' ship. The young cabin boy soon was favored by the entire crew, and was given the name Petit Jean (Little John).

Arriving at the great port of New Orleans, the ship was steered into the mouth of the magnificent river which

drained the very heart of this new land, and also formed the eastern boundary of the place called Louisiana.

About 300 miles up the great river they came to the land of the AKANSA, also known as QUAPAW. Here a fine river was found, and it would take the Marguis ship into the heart of Louisiana. Almost 200 miles up the river of the Akansa the ship landed, and nearby a long mountain rose a thousand feet above the valley.

A band of native people lived on the mountain, and they welcomed the travelers. The Frenchman stayed here during the summer, planning to leave as winter approached and return to France. As the trees advanced themselves in autumn dress, the young "cabin boy" became gravely ill. The native shaman made every possible effort with his medicine, but the patient grew worse. As it was evident death was near, Adrienne revealed her identity.



She was buried on a jutting point of the mountain overlooking the river and its lush valley. The name of PETIT JEAN was given to the mountain, and so it remains to this day.

THE RAILROAD

The legislation of the state of Arkansas granted a charter to the Cairo & Fulton Railroad on 12 January 1853. This was the second railroad charter granted in the state. The first one being for the Mississippi, Ouachita & Red River

Railroad on 8 January 1851, two years earlier. On 9 February 1853 the U.S. Congress donated public lands along the Cairo & Fulton, which could be sold to aid in the construction of the railroad.

On 23 November 1853 a charter for the Little Rock & Ft. Smith Branch of the Cairo & Fulton was filed at the office of the Secretary of State of Arkansas. An act of the Arkansas legislature approved 19 January 1855 established the line of the Ft. Smith branch and granted to it its petition of the public lands granted to the parent Cairo & Fulton.

The grant of land along the Little Rock & Ft. Smith branch included the mountain known as Petit Jean. The company formed to oversee the construction of the road dropped the idea, and a new group took over. On 22 January 1855 the Arkansas legislature passed a special act to name the branch the Little Rock & Ft. Smith Railroad, separate from the Cairo & Fulton.

Following the Civil War an act of the legislature was approved on 12 April 1869, renewing the charter of the LR & FS, and confirmed the grant of lands to aid in its construction. The name was changed from RAILROAD to RAILWAY by the Secretary of State filing a certificate of reorganization on 12 June 1875. The rails reached Ft. Smith in 1879.



At a special meeting on 26 March 1906, the stockholders of the St. Louis, Iron Mountain & Southern Railway, confirmed the acquisition of the Little Rock & Ft. Smith Railway. On 5 March 1917 the SLIM&S was absorbed by the newly formed Missouri Pacific Railroad. In April 1923, the Mo.P. absorbed the Gulf Coast Lines and the International-Great Northern, and they all formed the Missouri Pacific Lines.

THE PARK

On 12 April 1929 the Missouri Pacific Lines donated 120 acres of land, including part of the mountain called Petit Jean, to the state of Arkansas to form a park. More than 300 persons were present for the ceremony of transferring the title to the Petit Jean State Park by Thomas J. Cole, general attorney for the railroad.

A special train carrying officials and guests left Little Rock Union Station at 9:00 a.m. on 12 April, and arrived at Morrilton shortly before noon. The train was met by the State YMCA Committee, the Morrilton Chamber of Commerce, the boys band, and a delegation of Morrilton residents. The party motored up the mountain, where lunch was served by the city of Morrilton and the State YMCA Committee.



The formal presentation of the deed was made in a natural amphitheater on High Cliff on the south edge of the mountain, by General Attorney Cole as personal representative of Mo.P. president Lewis W. Baldwin. The land was gratefully accepted by Attorney General of Arkansas Hal. L. Norwood as chairman of the State Parks Commission. The rocky auditorium seats about 200, and is some 900 feet above the river and its beautiful valley.

The railroad helped preserve the legend and the park.

- END -

Eva: My father once was the principal actor at a public function when the platform fell.

Alfonso: Heavens, did he fall to the grounds?

Eva: No, the rope stopped him.

MY THANKS TO ALL

by: Earl Harris

At this point in time I find myself taking a rather long and nostalgic look at the fast receding passage of my life.

This look is largely occupied with my first real love, railroads (or railways) of the U.S.A. past to present time.

I am pleased to conclude that the history of the rail industry in the U.S. has been very well documented as far as history is concerned.

This has not come about by mere chance or accident. As most of us are aware, the Peter Cooper loco, or the Tom Thumb, were captured on paper by those who used paper and pen to draw sketches of these events for posterity. Engraving in some cases was used also. A few decades later, the camera of Matt Brady allowed us to view the U.S. Civil War.

Fortunately, locos and rolling stock were not the only subject the artists sketched and photographers would expose on film.

These subjects included railway structures from the main office headquarters down to the toolhouse covering for maintenance of way vehicles and the like. Employees, if the rail were not neglected by the camera, witness the photo of rail track gangs as well as the well customized dress of a railroad president. Floods, blizzards or other violent acts of nature wrecked on a rail line were usually photographed and duly reported by area newspapers.

Journalists were as eager to graphically sketch or photo and write about train wrecks in the 1800s as they are today, 100 years later.

We all seem somehow to be fascinated by tragedy and violent

death. If you doubt me, check the T.V. programs you regularly watch.

I too plead guilty to the above. At this point I will give you the name of Mr. Fred Jukes, an early photographer of the Denver & Rio Grande narrow gauge railroad in New Mexico, Colorado area in the 1880s or the 1890s and later years. Somewhere in the relatively early years of the steam locomotives, the manufacturers of the same began to introduce "family portraits" of their current products to prospective buyers of their wares.

This would be a "rode down" photo of their latest product.

The name of the buying railroad was placed in a conspicuous place on the unit. The running boards and driving tires were usually outlined in white.

Somehow these photos all too painfully remind me of our present day park locomotive displays.

It is rather difficult to explain to someone who's never witnessed one in operation, the sound, sight, smell and the grandeur of a locomotive in steam. The same rule applies to diesels, autos, jet planes, and all other powered means of transport in our world.

Photos of locomotives at work, especially steam, were a bit more inspirational to me than a builder's usually static and steamless print.

In reference to builder's photos, "I'd say good for promotion but lacking as to motion."

My first awareness of railroad history would of course come from my history studies in the grades

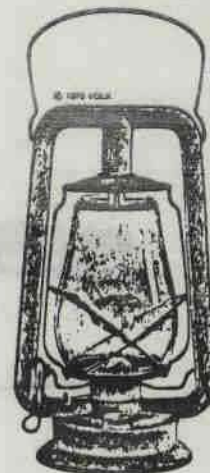
in school in the two room school I attended.

I've spent 28 years as a vocational Auto Shop teacher. I used to ask my students what James Watt was famous for perfecting.

In the mid-50s I got a few correct answers.

From the early sixties till I retired in June 1984, James Watt invented the light bulb in 95 percent of their answers. This could have been an early indication of the present educational crisis in the U.S. in 1990.

Around the age of 11 years I bought my first copy of Railroad Magazine. From the first copy I became "hooked" on this monthly periodical, when my meager funds could afford to buy it. Through this publication, I saw photos of locos and equipment I only knew by name from passing freight cars on the MoPac Valley Division. A whole new world was opened up to me. I cannot estimate how many hours I spent reading and re-reading Railroad Magazine by the dim light of a kerosene lamp at our dining table.



I will not try to list any of those who had photos published in Railroad Magazine during my youthful years. Of course, writers of both fact and fiction

were read and remembered by me, in these copies of Railroad Magazine in those days.

I'll recall three of these writers in those days past. One name is Harry K. McClintock or "Haywire Mac." The name R.S. Dillenger brings to my mind echoes of the Frisco in fiction. Harry Bedwell's works ranks near the top of my memories.

His main character in fiction was a slim boomer telegrapher named Eddie Sands. Mr. Bedwell combined all these yarns of Eddie in a book called "The Boomer" in late May of 1942. I would finally obtain a paper-backed copy of this book 10 years later and still have it.

In the mid-forties a writer-photographer named Lucius Beebe would start to compose books on rail subjects.

Tho his writings on the subject was a different literary style than any other writer I've ever read, I still enjoy it. The book writing could be used by many other authors as the years have passed.

Trains Magazine made its debut sometime in the 40s. It was printed on a better grade of paper and had no fiction stories. I still remained loyal to Railroad Magazine up to the mid 70s.

Of course many fine Railroad books during the mid 40s to the present time were produced for the public to buy. I own (and treasure) a few dozen of these. Like the "armchair quarterback," I can, in comfort, enjoy these books again and again.

In any "credit giving" literature, one invariably omits some of those who deserve credit. I apologize for this error.

To those who had the foresight and means to shoot movie film and tape the sounds of the steam locomotive in action, I owe them a dept of gratitude.

In the same vein, I honor those who have sweated, strained, spent time, money, and their resources to repair railroad locomotives of all types and gauges in the 80s decade and before.

In our present day period, I say photograph records and even make tape of day to day rail operations, structures, and such. Get the memories of retired rail men to tape, if they have no desire to write them.

I will stand accused of "apple polishing" if I compliment the editor of the "ARKANSAS RAILROADER", the Arkansas Railroad Club newsletter editor Ken Ziegenbein, on an A-1 job for his efforts, but will do so.

The Arkansas Railroad Club I'm sure feels pride in having railroad writers such as Bill Church, Gene Hull, Mike Adams, Eakles Hille, Bart Jennings, Bill Pollard, John Martin, and a few others whose names I can't recall at the present time.

I don't feel I rank with any of the aforesaid individuals.

At this late date in my life, I can only offer my thanks to all those folks who have and will record railroad history in its many and diverse forms.

You've enriched my life in many ways and I truly appreciate this. This includes a throng of railfans of the past, present and future.

Now for myself, I think I'll curl up with a good book by the late David Morgan, titled "The Mohawk That Refused to Abdicate and Other Tales."

My thanks to rail historians and Good Night.

(Club member Earl Harris of Lincoln, Illinois is also a charter member of the Owensboro Chapter, NRHS.)

- END -



Prosperity Special-Thebes Bridge about 1923

ROCK ISLAND CHOCTAW STATION PICTURES WANTED - Bobby Franklin, Jr. of 1200 Floresta Lane, Alexander AR 72202 is helping with the restoration of the old Rock Island Choctaw Depot in Little Rock. As you may have heard, this station will become an OLD SPAGHETTI WAREHOUSE restaurant sometimes this fall. Mr. Franklin says that the owners want to get old pictures of Rock Island trains to put in the new restaurant...especially pictures of the Choctaw Depot in Little Rock while it was in use by the Rock. If anybody has any, please contact him at the above address. These pictures will hang on the walls of the restaurant.

WANTED - Any information as to what is going on with the old Missouri Pacific spur to Camp Robinson in North Little Rock (now used as a large National Guard reserve). Union Pacific crews in the past few months have replaced a large number of ties, redone and improved road crossings, and even ran a train one afternoon in May at 6 PM across the busy 47th Street road crossing (I happened to be driving north on this road when I heard the unfamiliar sound of a diesel horn -- I hadn't seen a train on those tracks in 15 years. Sure enough...a Union Pacific engine was pulling a single flatcar with a tank on it.) Also...the city has begun to improve the markings at the crossings. Is U.P. and the National Guard getting ready to run more trains to Camp Robinson?

If anyone has information on this...please let me know: Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118. Thanks.

Should trains be running more frequently on this track...there will need to be special precautions taken at the 47th Street and Remount Road (blind) crossings, over which thousands of cars cross each day without even slowing down. I'd recommend a flagman at the Remount crossing for sure as the track curves sharply to the right just after it crosses the road.

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

SHURFINE LABELS continue to earn money for the club. Collect these labels and turn them in to the club at our Sunday meetings. They earn 2 cents each for the club.

OPERATES 1/8 SCALE STEAMERS - (Hot Springs) - Member Cary Nettles of Hot Springs owns the Missouri, Arkansas & Northern Railroad, a 1/8 scale line, just out of Hot Springs. One of his engines is a working model of the Wabash Mogul that is on display at the Museum of Transport in St. Louis. Mr. Nettles is a retired Space Scientist from NASA, but his family has a railroad background. His father operated the last steam engine on the Louisiana Division of the MOP.

MEMBER CONDUCTOR ON NAPA VALLEY TRAIN - W. G. Simpkins of 2773 Idaho St, Napa, CA 94558-5939 is a conductor of the very successful Napa Valley (California) Wine Train. This train runs seven days a week, and includes dinner trains through the heart of California's wine country. The line also provides freight service. For information, contact the train at Napa Valley Wine Train, 1275 McKinstry Street, Napa, CA 94559.

Locomotives used on the line are ALCO FPA-4's, the first generation diesels that replaced steam back in the 1940s. They came

from the Canadian National.

Mr. Simpkins, a club member, is a retired SP conductor (Salt Lake Division) with 40 years service. He was born and reared in Harrison, Arkansas, leaving there in 1943 for the service. After discharge, he worked for the SP in Nevada, retiring in 1987. His father was a retired engineer on the Missouri & North Arkansas.

ARKANSAS RAIL NEWS

819 TO RUN TO TYLER - Southern Pacific has authorized the 819 to run an excursion from Pine Bluff to Tyler, Texas from October 19 through October 21 to help celebrate that city's Rose Festival. The "Cotton Belt Star" will depart Pine Bluff at 8:00 AM Friday, October 19, arriving Tyler at 6:00 PM the same day. The return trip will leave Tyler at 8:00 AM Sunday, October 21, arriving back in Pine Bluff at 6:00 PM. Intermediate stops will be made at Fordyce, Camden, Lewisville, Texarkana, Maud, Texas, Naples, Mt. Pleasant, Pittsburg, Gilmer and Big Sandy. The general public can ride this train on any segment. Round trip Pine Bluff-Tyler is only \$150.

Tickets can be purchased from the Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff AR 71613. You can call at 501-541-1819.

Going down to Texas on October 19, the schedule is as follows:

Lv. Pine Bluff 8:00 AM
Ar. Fordyce 9:00 AM
Ar. Camden 9:50 AM
Ar. Lewisville 11:45 AM
Ar. Texarkana 12:40 PM
Ar. Maud 1:50 PM
Ar. Naples 2:35 PM
Ar. Mt Pleasant 3:15 PM
Ar. Pittsburg 4:01 PM
Ar. Gilmer 4:40 PM
Ar. Big Sandy 5:15 PM
Ar. Tyler 6:00 PM

HOGTRAIN SCHEDULE SET - Hogtrain, Inc., which runs specials to Arkansas Razorback football games hooked onto regular Amtrak trains, has set its 1990 fall schedule. Here it is:

TRIP 1 -- OCTOBER 19-21, Texas at Austin
TRIP 2 -- OCTOBER 26-28, Houston at Houston
TRIP 3 -- NOVEMBER 9-11, Baylor at Waco
TRIP 4 -- NOVEMBER 24-25, SMU at Dallas

All trips depart Little Rock on AMTRAK #21 on Friday mornings and return on Sunday evening. Call William Eldridge (an Arkansas Railroad Club member) at 501-565-6656 for information and reservations or write him at 8615 Chicot Road, Little Rock AR 72209.

Editor's question...with the Arkansas Razorbacks moving to the Southeastern Conference beginning in 1992-93...will Hogtrain still attempt to get special trains to the east or south without Amtrak?

REBUILT ALCO DEDICATED - On July 7, Arkansas & Missouri engine #62, a C-420, was dedicated after being rebuilt and named the "GEORGE HOCKADAY." Mr. Hockaday formerly worked for the D&H, ALCO, and the Ontario Midland. He also had a D&H PA named for him. The dedication took place in Springdale. (Thanks to Peter Smykla)

ROCK ISLAND PICNIC - (Little Rock) - The Rock Island club will have its annual picnic at the Arkansas State Capitol on Tuesday, September 25 in Little Rock beginning at 10 AM. This is always a rather large and gala affair and anyone interested in the Rock Island is welcome to attend. Write to L.T. Walker, 3520 Lakeview Rd, North Little Rock AR 72116 for more details.

BALD KNOB TRYING TO GET DEPOT - (Bald Knob) - The city of Bald Knob is trying to obtain ownership of the Missouri Pacific (UP) depot in that city. Union Pacific says it will donate the structure and lease the land. The city would have to put up a fence between the depot and the still very active tracks. Mayor Norris Fox said one idea was to make it into a museum or community center. Mark Davis, spokesman for Union Pacific in Omaha, said the U.P. is making efforts to donate depots to cities across its system it no longer needs. (ARKANSAS GAZETTE, August 10, 1990 by Sean Harrison)

HELENA DEPOT RESTORATION UNDERWAY - (Helena) - Work is on schedule on restoring the old Missouri Pacific depot in downtown Helena. It will become the Delta Cultural Center when it opens October 30. Exhibits will center on the people of the Delta. The cost of restoring the depot is about \$850,000. (ARKANSAS GAZETTE, August 5)

UNION PACIFIC OFFERS SALE OF BRANCH LINES - U.P. has put 4 Arkansas branch lines up for sale. They are to be sold as one package. If not sold, they will be abandoned. The lines are: 1) Helena Junction (Lexa) - Helena, 12 miles; 2) Malvern-Hot Springs-Mountain Pine, 33 miles (the old "Diamond Jo" line); 3) Gurdon-Birds Mill, 52 miles; 4) North Little Rock-Carlisle, 32 miles (the old Rock Island "Sunbelt" line which Missouri Pacific purchased in the mid-80s from the bankrupt Rock...According to Bill Pollard, had the MOP not purchased this segment, the M-K-T might have been able to obtain the entire east-west line of the Rock Island from Oklahoma to Memphis back in the mid-80s and preserved rail service to such Arkansas towns as Booneville).

Mark Davis, UP spokesman, said as of August 14, UP has received inquiries on the four lines. As a result, there are no immediate plans to abandon three of the four lines, but the North Little Rock to Carlisle branch is in a category for possible abandonment. (ARKANSAS DEMOCRAT, August 5 and August 15 by Randy Tardy)

TUNNEL VANDALS - (Conway) - Vandals ripped out a power meter from a switch station in the Union Pacific tunnel just outside Conway the weekend of July 28. Trains from Little Rock to Van Buren were rescheduled for a short time until the meter and other rail signal connectors were replaced.

MOP HOSPITAL DEMOLISHED - TIME CAPSULE FOUND - (Little Rock) - The old Missouri Pacific Hospital in Little Rock off Cantrell Road has been demolished to make room for Dillard's executive offices. Workers demolishing the old hospital uncovered the original cornerstone and a 66-year old time capsule on July 25. Inside the capsule was news that the dedication ceremony occurred at 2 PM June 11, 1924 with scheduled speakers then-Gov. Thomas McRae and Little Rock Mayor Ben Brickhouse. L. W. Baldwin, president of the Missouri Pacific in 1924, was to place the cornerstone.

Various other photos, papers, Missouri Pacific timetables, etc. were found in the capsule. The local newspapers were there. Three pennies and a nickel were in a copper box. At the capsule opening was Dr. Peter Thomas, chief surgeon at the hospital for 44 years. (ARKANSAS DEMOCRAT, July 26, by Howard Coan and ARKANSAS GAZETTE, July 26, by Larry Sullivan)

UNION STATION AUCTIONED OFF - (Little Rock) - On August 15, Little Rock's Union Train Station was to be auctioned off at the request of State First National Bank of Texarkana, which is acting as trustee for bond holders of the station. The station now houses Amtrak and two busy restaurants. This is the former Missouri Pacific station. The fair market value is said to be around \$1 million. The station has been in bankruptcy since 1981 but was recently (in 1989) discharged from bankruptcy proceedings, so the sale can proceed. There were several people expressing interest in the building.

(ARKANSAS GAZETTE, August 14, 1990 by Larry Sullivan)

NORTH LITTLE ROCK GETS CABOOSE - A six foot fence has been placed around the 1952 Union Pacific caboose donated by UP to Burns Park in North Little Rock. A mini-theme park will be built around the caboose with a railroad theme, officials of the city said July 26.

GENERAL RAIL NEWS

TEXAS LIMITED'S FIRST ANNIVERSARY - The "Texas Limited" tourist railroad that runs between Houston and Galveston, Texas Thursdays through Sundays, celebrates its first anniversary this September. It has just acquired an ex-Rock Island, ex-Minneapolis & St. Louis RR, car called the "Silver Knight" (Rock Island #365 - "El Reno"). For tickets on this line call Ticketron in Houston at 713-526-1709.

KANSAS U.P. BRANCLINES LEASED - Union Pacific said it has leased 347 miles of mostly former Missouri Pacific branch lines in northern Kansas to Kyle Railway and has leased 298 miles of southern Kansas branchlines to Chicago West Pullman. This leaves very little left of any former Missouri Pacific lines in Kansas.

Also, rumor has it that the old Midland Valley line near Tulsa, Oklahoma is being scrapped. This must mean that a proposal to start a tourist line on the route fell through. (MPHS "EAGLE" NEWSLETTER, Fall 1990 sent in by Dale Walker of St. Louis).

SOO LINE SALE TO SP TERMINATED - Rio Grande Industries (SP's owner) and SOO Line have terminated their agreement for Rio Grande to purchase the SOO's line between Kansas City and Chicago. However, Rio Grande will now have trackage rights on the Burlington Northern between the same cities. The Chicago & Northwestern objected to the purchase by Rio Grande of the SOO Line because the C&NW also shared some of the line with SOO. (SP UPDATE, August 1)

OLD LOCOMOTIVES EXPENSIVE - Six years ago, a used GP7 locomotive sold for \$20,000-\$30,000. Today, a GP7 in good condition will cost \$90,000 to \$140,000. (RAILS, July 13)

YUPPIE HOBOS ON THE RISE - According to an article in the July 29, 1990 OAKLAND TRIBUNE in California, there are more and more hobos riding freights who are "normal, upper-middle income people" who ride the trains simply as a weekend thrill. There's even a special hobo newsletter called "Hobo Times." Needless to say, railroad officials are irate about the article, which tended to glamorize illegal train riding, as they should be. In a strongly worded letter of protest mailed to the paper July 31, Southern Pacific's assistant public relations vice president Andrew Anderson said, among many other things, "What illegal and dangerous action will the Tribune suggest to its readers next Sunday? A how-to-do-it article on manufacturing letter bombs?"

SP went on to say that if any injury or death occurred while illegally riding freights in that area, SP would immediately bring legal action against the paper for inspiring the rides to begin with. (Thanks to Jim Johnson for sending in the article)

MODEL TRAIN EXPO IN LOUISIANA - (Monroe, Louisiana) - The American Heart Association will help sponsor a Model Train Expo in Monroe, Louisiana September 8 and 9. For more information, write to the American Heart Association, PO Box 14733, Monroe, LA 71207 or call 318-378-9274. The exhibit will be at the Monroe Civic Center.

NARROW GAUGE MUSEUM - (Laws, California) - In 1882, Southern Pacific built a narrow gauge railroad from near Carson City, Nevada to Keeler, California (some miles south of Bakersfield). SP operated parts of this line until 1960, when the last freight train came into Laws (passenger service stopped in 1932). In 1966, the old narrow

gauge depot and other buildings in Laws became a museum, and it still is today. The road owns the narrow gauge steam engine no. 9, a 10-wheel Baldwin. The museum is open every day. (BAKERSFIELD CALIFORNIAN via Jim Johnson)

D&H FOR SALE - The Delaware & Hudson Railway, the oldest continuously operating railway in the U.S., is for sale. The Canadian Pacific is one of the potential buyers. Railfans remember the D&H as the road that gave extended life to some of Santa Fe's PA locomotives back in the 60s. D&H has lost nearly \$200,000 a month the first part of 1990. (THE GREEN BLOCK, New York Chapter NRHS, and RAILS, July 13)

SANTA FE CUTTING DIVISIONS/TRACK - (Topeka, Kansas) - Santa Fe Railway announced July 19 that it will consolidate its six operating divisions into four regions in August, which would remove Topeka as headquarters for the Eastern Region. So far this year, 278 workers in Topeka lost their jobs with the Santa Fe due to cutbacks railroad-wide. The four new regions will be at Kansas City, Euless, Texas, Albuquerque and San Bernadino.

Along with consolidation, Santa Fe is planning to abandon, sell or lease near 2,000 miles of track in the next three years, including 715 miles in Kansas alone. Robert D. Krebs, CEO of the Santa Fe Pacific, says that Topeka will remain one of the main cities on the system (many in Topeka felt the cutbacks would threaten the city's economy - shades of the fears some in Pine Bluff had this year).

Two of the lines up for possible abandonment are the Atchison-Topeka line and the line from Lamy to Santa Fe, New Mexico (both having cities which helped name the Atchison, Topeka and Santa Fe decades ago). Longest line to lose Santa Fe service would be the 386-mile San Angelo Jct-Presidio line in Texas. (TOPEKA CAPITAL-JOURNAL, July 15 and 20 via Jim Johnson and RAILS, August 10, 1990).

HISTORIC DEPOT DESTROYED - (Pittsburg, California) - Southern Pacific's abandoned 112-year old station in Pittsburg, California was destroyed by an arson fire the week of July 17, only hours after the city council voted to move the depot and convert it into a museum. (SP UPDATE, July 25)

According to Save A Tree, it takes one 15 to 20 year old tree to make enough paper for only 700 grocery bags.

ANOTHER CHINESE STEAM ENGINE - (Essex, Connecticut) - Member Leon Enderlin of 76 Park Street, Manchester, CT 06040 sent in a news article showing that another steam engine was recently imported from China (another one went to Iowa) this year. It now operates over the Valley Railroad Company in Essex. If in the area, call 203-767-0103 for brochures.

CHARLES LUNA HONORED - Charles Luna, a charter Amtrak Board of Director member, and one of the founding presidents of the United Transportation Union, was honored by being inducted in the Cooperstown Conference Hall of Fame on July 9, 1990. (UTU NEWS, August 1990 via L. T. Walker).

TRAINS STILL CROSSING CANADA - Passenger trains still run in Canada, despite the news that VIA rail has been cut back. Some private companies still operate over former VIA passenger tracks. Meanwhile, VIA itself wants more Americans to ride its remaining trains. Call VIA Rail at 1-800-387-1144 for more information. (ARKANSAS DEMOCRAT)

EISENHOWER SPECIAL TO RUN - (Abilene, Kansas) - According to member Michael Provine of McPherson, Kansas, there will be a special train run to Abilene, Kansas the weekend of October 13 honoring Dwight Eisenhower. He thinks that Ike's military train will also be on

display in Abilene (this is the train that he used in Europe during World War II). The Union Pacific and Santa Fe will be operating special trains to Abilene that weekend.

Also, the weekend after that, a public excursion featuring U.P.'s 844 will run through Kansas (on October 20), the first time the public could ride behind a steam engine in Kansas for over 35 years. This trip is partially sponsored by the Wichita Chapter of the NRHS. The route will be over former Pony Express territory, between Salina and Oakley, Kansas. Round trip is \$120. For more information, write to Great Plains Transportation Museum, PO Box 2017-C, Wichita KS 67201-5017.

MATT DILLON RAILROAD? - (Dodge City, Kansas) - The "Dodge City, Ford and Bucklin Railroad is now operating from Dodge City and Willroad Gardens in Kansas, about 16 miles twice a day. The operators plan to give it a try, at least for a couple of years. (TOPEKA CAPITAL-JOURNAL, July 10 via Jim Johnson)

AMTRAK NEWS

MEXICO CONNECTION? - (Laredo) - According to the Missouri Pacific Historical Society's "EAGLE" newsletter for the fall of 1990, the National Railways of Mexico would like to run passenger trains into Texas on the ex-MOP line from Laredo to San Antonio to make connections with Amtrak's "Eagle". Nothing on when this might happen.

BROADWAY LIMITED REROUTE - The mayors of Lima, Ohio and Fort Wayne, Indiana have asked the U.S. Attorney General to stop Amtrak from its planned reroute of the "Broadway Limited" away from their cities. Not only are they afraid that they will lose passenger service, but they fear that Conrail, which owns the tracks, will soon apply for abandonment of those tracks that Amtrak now uses. That could be a real blow to some parts of the economy in that region. (RAILS, August 10, 1990)

NEWS UPDATED through August 15, mailed August 23. Deadline for the October issue is September 15.

* * * * *

The following story represents another view on the important subject of global warming. It proves that not everyone agrees with the doomsday philosophy stated by some. It was attached to a National Weather Service newsletter:

GLOBAL WARMING: ANOTHER APOCALYPSE DOWN IN FLAMES?

DC Chapter, American Meteorological Society, February 28, 1990
Dr. Patrick Michaels, University of Virginia

Dr. Michaels reported on both global and U.S. warming, changes in precipitation, as well as changes in Northern Hemisphere low level cloud cover. U.S. climate changes were based only on data from the Historical Climatological Network (HCN), in order to eliminate man-made biases in other sources of data.

Dr. Michaels showed a significant warming in the U.S. before the 1950s, but little change since then. He stated that 90 percent of the global warming came before the 1950s, but 90 percent of the increase in carbon dioxide and other gases has occurred since 1950. There has been no warming at the South Pole since records began in 1957.

The southern U.S. Gulf States have actually cooled since the 1950s. HCN station

September 1990

data show warming from 1900 to 1930, then an unsteady decline. From 1919 to 1959 there were only four freezes in the Deep South, vs. 19 between 1960 and 1989. This has caused a southward retraction of what had been a thriving citrus industry as far north as southern Louisiana before the 1960s.

Although the temperature has not increased, there are signs that humidity has done so this century, and there is good evidence this is man-made. Precipitation has generally increased with time, with the 1980s being the wettest decade of the century (recall the high water levels of Great Salt Lake and the Great Lakes).

Studies show a decrease in ozone since 1969, but fail to point out that 1969 was a peak year, and that values now are not significantly lower than before then. The amount of ozone-depleting pollutants thrown into the stratosphere (high atmosphere) by past volcanoes dwarfs chlorofluorocarbon (commonly known as CFC) pollutants. Yet we have no record of increased cancer after those episodes.

Long term records show a 1.5 degree Celsius temperature increase from 1885 to 1950, with a fall and rise following this. Current temperatures are almost as warm as in 1950. Although Dr. Michaels questions the accuracy of this data, he suggests we lived through a climatic warming 1885-1950, but nobody noticed!

The following article is from Bart Jennings:

While doing some reading of old newspapers, I have lately begun to write down some of the many articles they have about their local rail service. Especially in little towns, the rail service was a daily feature in many home town newspapers. Here are just a few from the BATESVILLE DAILY GUARD.

OCTOBER 6, 1921 - The Arkansas Railroad Commission granted the petition of patrons for a special rate of one cent per mile for the round trip for school children and instructors from points on the Jonesboro, Lake City & Eastern Railroad, with a minimum of ten cents. The rate is effective from September 1 to June 1. It is the first time in the history of the state that such a concession has been made on the railroads, and it is expected that there will be numerous requests from other sections of the state for similar rates.

Starting on **NOVEMBER 2, 1921** a series of articles ran for more than a week about the need for lights in the Batesville depot for those waiting for the "late" trains. The newspaper called for a petition to the railroad officials responsible for the buildings care. Evidently something was done as no further comments were found in later issues. Does this concern about the towns depot remind you of Little Rocks lack of interest?

Big, exciting news was found in the **JUNE 20, 1924** issue. As always, the Missouri Pacific train schedule was found on page 2. But this time a larger article pointed out the new trips between Batesville and Newport to be made with Motorcar #600. Listed below are those trips plus the already existing scheduled trains. Would it not be nice to have this many running to Little Rock today?

| | | | | | |
|------|----------------|-----------|----------------|-------|--------------------|
| #243 | lv. Batesville | 730am | ar. Newport | 900am | conn. #7 fast mail |
| #244 | lv. Newport | 1201pm | ar. Batesville | 130pm | conn. #4 |
| #241 | lv. Batesville | 315pm | ar. Newport | 445pm | conn. #3 |
| #248 | lv. Newport | 800pm | ar. Batesville | 920pm | conn. #38 |
| #214 | northbound | ar. 655am | lv. 705am | | |
| #215 | southbound | ar. 555pm | lv. 605pm | | |
| #248 | Hot Shot | ar. 930pm | | | |
| #249 | Hot Shot | lv. 335am | | | |
| #251 | Cushman Local | ar. 720am | lv. 745am | | |

September 1990

#254 Cushman Local ar. 115pm lv. 125pm
 #297 Cotter Local ar. 330pm
 #298 Cotter Local lv. 805am

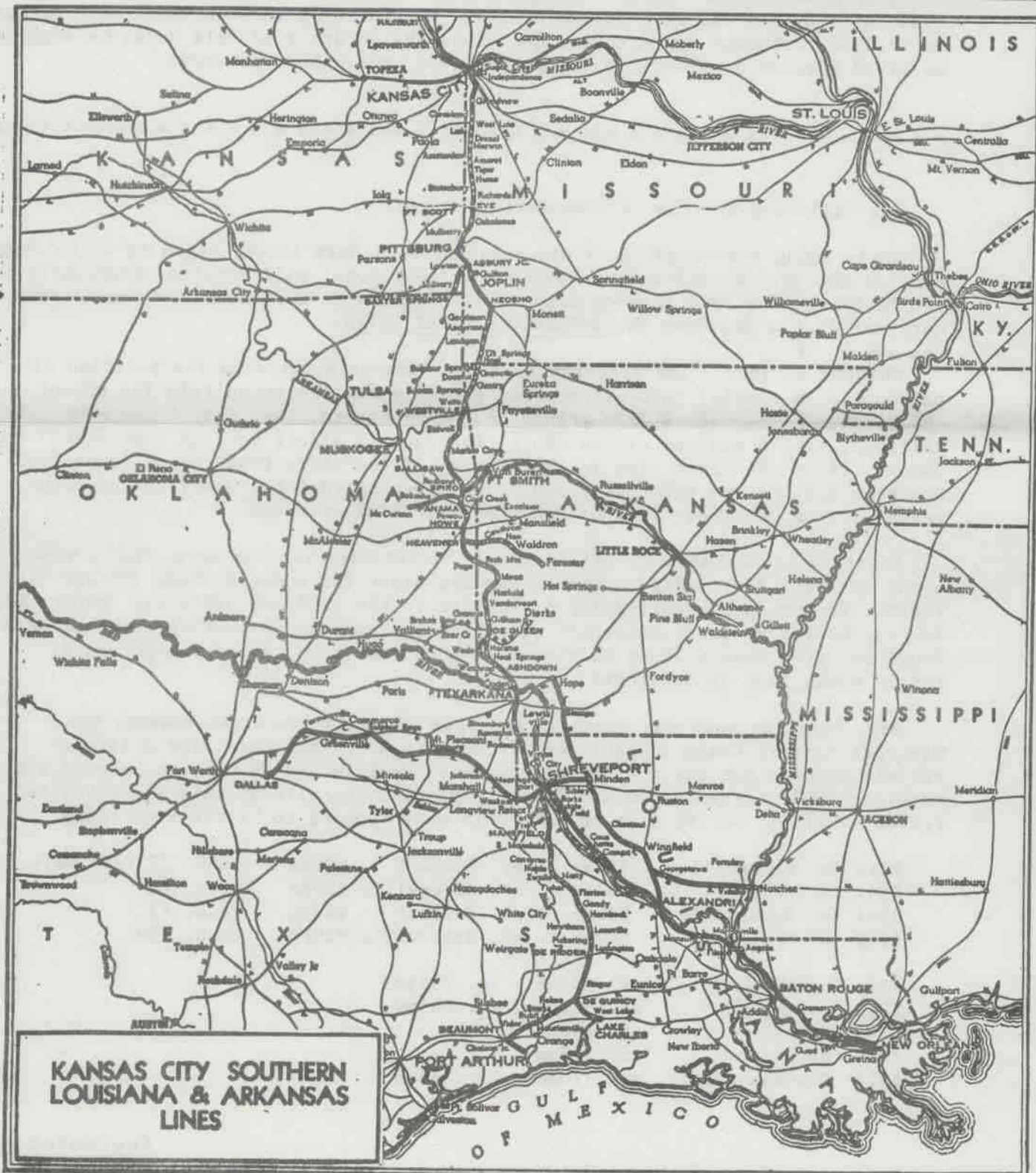


Your Travel Treat for Any Trip!

Southern Belle

All the EXTRAS at NO EXTRA FARE

- AIR CONDITIONED
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- OBSERVATION SOLARIUM
- COCKTAIL LOUNGE
- HELPFUL HOSTESSES
- LUXURIOUS CHAIR CARS
- RADIO - TELEPHONE
- COMPLIMENTARY COFFEE



The above Southern Belle KCS ad, sent in by Phil Moseley of Shreveport, was put out in September 1940, fifty years ago, when the KCS inaugurated the famous train.

AMTRAK PASSENGER CAR FLEET
1 APRIL 1990

| TYPE | CAPACITY | SERIES | AVAILABLE |
|-------------------|----------|-------------|------------|
| Heritage | | | |
| Bag-Dorm | N/A | 1610-1632 | 23 |
| Slumber | 36 | 2950-2056 | 7 |
| Slumber | 40 | 2080-2097 | 16 |
| Sleeper 11 BOR | 22 | 2220-2235 | 9 |
| Sleeper 10/6 | 22 | 2430-2997 | 82 |
| Lounge | (34) | 3100-3127 | 26 |
| Coach (HDCP) | 44 | 4000-4020 | 21 |
| Coach | 44/48 | 4600-4742 | 78 |
| Coach (HDCP) NEC | 85 | 7000-7007 | 8 |
| Coach NEC | 88 | 7600-7629 | 29 |
| Diner | (48) | 8500-8530 | 18 |
| Diner Grill | (48) | 8550-8559 | 10 |
| Table Car | (80) | 8600-8603 | 4 |
| Buffer Diner | (36) | 8700-8716 | 12 |
| Kitchen Buffet | (48) | 8750-8752 | 3 |
| Dome Lounge | (56) | 9300-9302 | 3 |
| Dome Coach | 46(20) | 9400-9411 | 12 |
| H.L.-TDC | 40 | 39900-39938 | 36 |
| H.L.-Coach | 72 | 39940-39964 | 21 |
| H.L.-Lounge | (86) | 39970-39975 | 6 |
| H.L.-Diner Lounge | (80) | 39980-39985 | 6 |
| B.L.-Cafe | 84 | 9600-9601 | 2 |
| B.L.-Coach | 96 | 9615-9620 | 6 |
| TOTAL | | | 438 |
| TURBOLINER | | | |
| COACH-RTG | 76 | 80-97 | 18 |
| COACH-RTL | 72 | 170-190 | 21 |
| TOTAL | | | 39 |

• Includes 9 stored RTG coaches.

| TYPE | CAPACITY | SERIES | AVAILABLE |
|------------------------|-------------|-------------|------------|
| Amfleet I w | | | |
| Amfleet | 53 | 20000-20053 | 30 |
| Amclub | 18+23 | 20118-20146 | 19 |
| Amdinette | 23 | 20217-20242 | 19 |
| Metro Service Club | 32 | 20970-20982 | 12 |
| Metro Service Dinette | 23 | 20905-20928 | 12 |
| Amcoach | 84 | 21000-21028 | 215 |
| Amcoach | 60 | 21803-21826 | 11 |
| Metro Service Coach | 60 | 21900-21989 | 40 |
| Lounge/Grill (19)+(32) | 28300-28304 | 43300-43304 | 5 |
| Cafe Lounge (22)+(24) | 28305-28307 | 43305-43307 | 2 |
| SUB TOTAL | | | 365 |
| TOTAL | | | 483 |
| Amfleet II | | | |
| Amcoach | 59 | 25000-25124 | 119 |
| Amcoach | 55 | 28002-28064 | 5 |
| Amcoach II | 49 | 28000-28024 | 25 |
| TOTAL | | | 149 |
| Superliner | | | |
| Coach/Bag | 78/82 | 31000-31047 | 48 |
| Sleeper | 44 | 32000-32069 | 68 |
| Lounge | (70) | 33000-33024 | 25 |
| Coach | 75 | 34000-34101 | 91 |
| Snack Coach | 82 | 35000-35010 | 11 |
| Diner | (72) | 38000-38038 | 39 |
| TOTAL | | | 282 |

• Amfleet I - 40000 series cars have been equipped with MU capability.

| TYPE | CAPACITY | SERIES | AVAILABLE |
|------------------------------|----------|-------------|------------|
| HORIZON | | | |
| Coach | 78/82 | 54000-54071 | 72 |
| Coach (HDCP) | 72 | 54500-54551 | 14 |
| Food Service | 19(32) | 53000-53009 | 8 |
| Food Service (HDCP) | 1 (48) | 53500-53504 | 10 |
| TOTAL | | | 104 |
| Viewliner (Prototype) | | | |
| Sleeper | 34 | 2300-2301 | 2 |
| Diner | (48) | 8400 | 1 |
| TOTAL | | | 3 |
| Car Control Cars | | | |
| Bi-level | 96 | 9621-9624 | 4 |
| Single Level | 74 | 9630-9654 | 28 |
| TOTAL | | | 32 |
| Capitoliner | 56-78 | 800-888 | 37 |
| RAG/MHC/ATC | | | |
| Baggage/VIA | N/A | 1000-1006 | 7 |
| Baggage | N/A | 1127-1379 | 145 |
| Mail Handling | N/A | 1400-1559 | 127 |
| Auto Carrier Bi-level | N/A | 9900-9940 | 40 |
| Auto Carrier Tri-level | N/A | 9100-9120 | 21 |
| TOTAL | | | 240 |

Prepared by OPERATIONS & PLANNING

AMTRAK MOTIVE POWER/TURBOLINER 1 APRIL 1990

| TYPE | SERIES | ACTIVE | STORED | GEARED | BHP | HP | WT | YEAR | BUILDER |
|-----------------------|------------|----------|----------|--------|------|---------|---------|------|---------|
| DIESEL | | | | | | | | | |
| GP40TC | 192-199 | 8 | 0 | 103 | 3000 | 264 000 | 1986 | EMD | |
| F40AC | 202 | 1 | 0 | 103 | 3000 | 257 000 | 1987 | EMD | |
| F40PH | 200-229 | 29 | 0 | 103 | 3000 | 254 000 | 1976 | EMD | |
| | 230-409 | 178 | 0 | 103 | 3000 | 367 000 | 1977-88 | EMD | |
| FL8 | 485-491 | 6 | 0 | 103 | 1750 | 290 000 | 1957 | EMD | |
| P30CH | 700-724 | 23 | 0 | 103 | 3000 | 386 000 | 1975 | EM | |
| TOTAL DIESELS | 245 | 9 | 0 | | | | | | |
| ELECTRIC | | | | | | | | | |
| AEM7 | 900-953 | 52 | 0 | 125 | 7000 | 201 000 | 1980-2 | EMD | |
| ESDMA HEP | 600-611 | 10 | 2 | 120 | 6000 | 386 000 | 1975 | EM | |
| ES0CP | 620-621 | 2 | 0 | 120 | 6000 | 387 000 | 1975 | EM | |
| TOTAL ELECTRIC | 64 | 2 | 2 | | | | | | |

• 1500 gallon fuel tanks, other F40 units have 1800 gallon fuel tanks.

| TYPE | SERIES | ACTIVE | STORED | GEARED | BHP | HP | WT | YEAR | BUILDER |
|-------------------|----------------------|-----------|----------|--------|-----------|---------|---------|----------|---------|
| SWITCHERS | | | | | | | | | |
| RS-3C | 104-107 | 3 | 0 | 65 | 1200 | 262,000 | 1951 | ALCO/EMD | |
| SS8 | 550-567 | 18 | 0 | 65 | 1200 | 246,000 | 1953 | EMD | |
| CF7 | 575-599 | 25 | 0 | 65 | 1500 | 249,000 | 1949-56 | EMD | |
| SW1 | 730-744 | 7 | 0 | 65 | 600 | 194,000 | 1947-50 | EMD | |
| SW8 | 747-750 | 4 | 0 | 65 | 800 | 236,500 | 1951-53 | EMD | |
| GP7 | 760-783 | 20 | 0 | 65 | 1500 | 250,000 | 1950-54 | EMD | |
| GP9 | 764, 765, 768, & 770 | 4 | 0 | 65 | 1750 | 250,000 | 1954-57 | EMD | |
| TOTAL | | 81 | 0 | | | | | | |
| TURBOLINER | | | | | | | | | |
| POWERCAR | RTL 98-99 | 6 | 6 | 125 | 1100-1800 | 141,000 | 1974 | AUFR | |
| | RTL 150-166 | 14 | 0 | 125 | 1100-1800 | 151,000 | 1976 | ROHR | |
| TOTAL | | 20 | 6 | | | | | | |

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are always due **JANUARY 1** of each year. You may also join the National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents would be \$22.00). Membership entitles you to receive the monthly **ARKANSAS RAILROADER** for the term of your membership. The **RAILROADER** is mailed bulk rate, so if you move and don't let us know, your **RAILROADER WON'T BE FORWARDED**. So, please let us know immediately if you change addresses. Thanks.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

ARKANSAS RAILROAD CLUB
ATTN:Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

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 SEP 9 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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

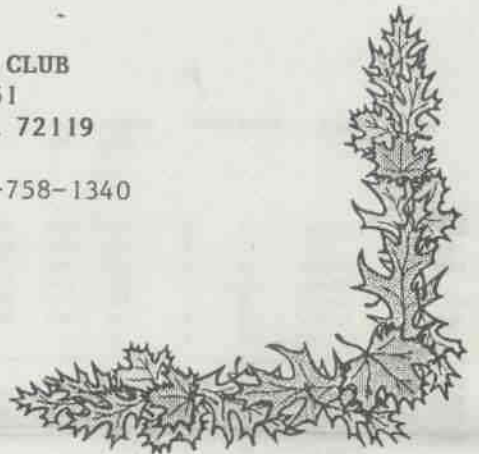
If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ARKANSAS RAILROAD CLUB - ATTN:Treasurer, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as newsletters cannot be forwarded. ALL Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



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

Newsletter phone: (501)-758-1340



ARKANSAS RAILROAD CLUB
ATTN:Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118-3160

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SEPTEMBER 1990

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