Amtrak® Rememberances

Top, the First Amtrak #22, with Ex-UP E-9A #428 eases to a stop at Little Rock. A later #22, running 12 hours late with SDP-40F #545 enter Little Rock with 5 cars.

Both Photos: John M. Martin
CLUB HAPPENINGS - ANNOUNCEMENTS

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Little Rock AR 72207

Board - Clifton E. Hull
3507 E. Washington, #31
N Little Rock AR 72114

Board Tres - William Church
5619 Bel Caro Place
N Little Rock AR 72118

Board Tres - Polly Hamilton
20 Dell
Hot Springs AR 71901

PROGRAM

The next meeting of the Arkansas Railroad Club will be Sunday, OCTOBER 14 at 2:00 PM at the Twin City Bank on Main Street in North Little Rock. The program will be presented by MATT RITCHIE. His program will be "The Best of Arkansas", plus a couple of other shots in this area and other parts of the country. Refreshments will be served.

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

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

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

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:Treasurer, ATTN:Editor, ATTN:(Name), etc.

(Club News continued on Page 11)
From the beginning it was quite an experience! After my summer railroad career on the Scott and Bearskin Lake Railroad ended, I hired on as a baggageman with Amtrak when it opened the Little Rock ticket office, March 12, 1974.

The "Temporary" Little Rock station was in the Old Union Station building, occupying the same area the Missouri Pacific had abandoned with the takeover of the National system in 1971. When we arrived it was very bare just a heavy coating of cobwebs and dust. In two days it was converted to the Amtrak office and open for business, the first train arriving the evening of March 13, 1974.

The first south bound train was 11 cars and two freshly painted and scrubbed E-units. (half the train cut off at Ft. Worth and the "regular" train went on south. The T&P, not having rail passenger service when Amtrak took over (the Eagle turned at Texarkana) refused to accept the train this initial trip and it took a court order for the first run of the Eagle to enter Texas!

The reverse first Northbound train #22 was more of a taste of the grim reality to come... a weathered and worn ex-UP E-9 and five broken down cars.

We used Missouri Pacific crews for the trains and got all of the old-headers. The job was the only air-conditioned, 2-3/4 hour run on the railroad! Two of the first on-train baggagemen we had were Claude Riggs and Grover Bolin. Claude rode the north end and always handed down an arrival bag sheet prepared on the stationary of the Tower Motel in Poplar Bluff (where the crews lay over), detailing exactly the count and destination of bags in the 30' baggage section of the Ex-US Army Hospital cars. Grover was a merry gent, always smiling and cracking jokes, in his heart a true rancher and animal lover. He loved to talk about his cows! One trip he discovered a baby goat who was confined in a very small box, not tall enough to stand up in. Feeling sorry for the little animal he opened the box to give it some water. The goat sprang to life and began to dance around the baggage car, atop the baggage and mail sacks. Around and around they went, with Grover unable to return the goat to his box without help. He had to lock the car and enlist help to recapture the little fellow.

Later came the like of "Gump" Young. Gump was a long, tall skinny country feller who lived on the river at Toad Suck ferry (and occasionally liked to take a sip every now and then). Sometimes a conductor would miss a trip to take in the horse races or some other important event, such as the fish are biting) and usually the brakeman or baggageman would "Old-head" the Conductor's job. This happened one day and Gump showed up in full uniform! What at sight! The old Missouri Pacific Lines uniform surely had been tailor for the days of the 1927 flood. Definitely high-water britches and a coat that no self-respecting taylor would ever have confessed to fitting, even under torture! sleeves up to his elbows! But the crowning glory was the small pill-box hat, at least four sizes too-small, that perched atop Gump's balding head!

When Gump worked the baggageman's job he would have the bags set in the doorway to quickly hand them off to us at the depot (we had only a five-minute stop). Gump always had a breast-pocket full of things: glasses, cigarettes, pens, etc. that were not held in place so that each time Gump would lean down to pick up a bag, the pocket would empty. Gump would leap into a flurry of expletives that would make a sailor blush. He'd clean over and pick the contents up and stuff them
Amtrak #444 leads #22 north, winding out of the crossover at Little Rock Union Depot in 1975.
Left: The Last Steam-Heated Amtrak #22, lead by the 368 crossing the Baring Cross Bridge at Little Rock. Both Photos By John Martin

A rather pretty lashup for #22 this day. The 426 and a sister lead a properly arranged consist at Little Rock. A steam leak behind the baggage-dorm is the only flaw. Photo by John Martin
back in and the lean over to pick up another bag the the process would repeat itself until all the bags were off.

Gump at some time in his freight train career, got on the bad side of some engineer. Back in the caboose Gump would brace himself in the cupola but the diligent use of straight air would still result in some nasty bumps on the head. After becoming tired of these rough trips, Gump borrowed his son’s football helmet! It must have been quite a sight to see Gump in the cupola riding down the rails prepared for any calamity.

One of the best conductors I ever crossed paths with was Jessie Neil Horne, from Gurdon Arkansas. Neil Horne could handle people and especially railroad officials, very well. Except for an incident that happened one night. It just so happened that Amtrak’s new President, Paul Reistrup, was out riding trains and was making an inspection trip on Train #21. After working the baggage on the train, I was rather shocked to see Mr. Reistrup walking up to the baggage car, offering a handshake and introducing himself.

After #21 departed from Little Rock, actually about 15 miles north of Texarkana, Mr. Horne addressed his problem. Two men had been riding in the lounge car since St Louis and had apparently passed out from a little too much fun held tickets for Texarkana. Mr. Horne passed through the lounge section and woke the men, explaining they were nearing their stop. One woke up and stumbled on toward the sleeper to get their baggage. As the train pulled toward Texarkana, Neil took a count and found that only one of the men was prepared to get off. He looked for the men again and only finding the one, he stopped the train and searched for the other man. He did notice that the upper vestibule door was open on the sleeper, something that on a cold winter night should not be. Mr. Horne figured that the highest authority should be notified, so he awoke Mr. Reistrup. The train backed up and searched the track for the man, finding nothing. The train then proceeded to Texarkana, notifying the sheriff’s department to look for the man. The second man detrained at Texarkana into the hands of the Sheriff who had some questioning to do.

It turns up that the two were parole jumpers from the East. A day passed when the Texarkana agent opened up for business the next night a man appeared in the waiting room, cut up and bruised he inquired about his baggage that had been on Train #21! He explained that he had opened the wrong door and fell out! Fortunately for him the train had slowed for a 30 mph slow order or he wouldn’t have been so lucky. He had walked the final miles into Texarkana.

One of the saddest things I remember was the expression of an elderly lady’s face when I had to tell her we couldn’t make a reservation for her to go home on her pass, the day before Mother’s Day. No. 22 had been oversold for months and the train had left Texarkana with people filling the diner and lounge seats already! We already had 30 advance reservations for people to board at Little Rock and all of them showed up! She couldn’t understand because “nobody rides trains anymore!”

One of the services we provided at the depot was to direct the countless flow of hoboes and winos up the street two blocks to the Salvation Army. Every Sunday morning, you could count on finding a couple of them at the ticket window begging for coffee because the shelter did not open until noon.

Some operating practices would occasionally be violated also. The railroads soon found out riding in their business cars behind Amtrak was smoother and quicker than trailing the rear of a Z-train. One night, after cutting off a business car from Train #21, a switch engine pulled to the north end of the station to wait for 21’s departure, then to run around and shove the car to North Little Rock and the business car track. After getting the signal the switch engine, with the terminal road foreman aboard, zoomed to the south end of the station, unable to stop, ran through the Rock Island interlocking! Then heading back to the car they coupled up and set the air. Releasing the brakes (they thought) they got the signal and began to shove the car toward the river bridge. However the signal on the bridge was dark (showing red on the operator’s board) and they ran right past it! Having left the switch at 31-in-the-hole open for the move, they shoved right past the other red signal on the lead (not getting permission from the operator). It seems they had also forgotten a very important detail. Passenger equipment brakes operated at a higher pressure than
Above: Missouri Pacific #1272 gets ready to tack business cars #11 and #10 on the rear of Amtrak #21. At Little Rock, 1978. Left: Dull back, Ex Penn-Central E-8 now Amtrak #426 leads #22 north near the end of the E-units. Below: Amtrak #21 prepares to depart the Little Rock station in 1975. All Photos John Martin
do freight car brakes, 90 lbs vs 110 lbs. The 90 lbs they were pumping was not enough to kick off the brakes and shoving the business car a mile with the wheels sliding had flattened all 12 wheels! All this time the Assistant General Manager was doing flips on the back platform of the business car! Needless to say that was the last of the Terminal Road Foreman and switch engine crew!

The wood train always had impeccable timing. A unit pulpwod train which required passage thru the depot to reach the Louisiana Division, it would always appear around the on-time or late arrival of #21. A lunar signal governed all movement into the depot. One night they were given permission to enter the depot at the same time #21 was passing thru the switches at the north end. The heavy load of pulpwod pushing the train downhill on the ruling grade allowed the wood train to stop only yards shy of a head-on!

One agent at Little Rock (fortunately not the one writing) had called the Chief dispatcher and gotten a figure on Train #21 and had the people all lined up on the platform. He had neglected to call the control operator who manages all movements thru the terminal and depot to check on the train. It seems the north end switch was placed out of service that day and Train #21 rounded the curve at the north end of the depot at 30 mph, gliding right on by on the main line, the depot and all the people waiting to board and just as quickly disappeared round the curve at the south end! The agent stood there dumbfounded! He did not know how to answer the people’s questions or reactions (I would have given good money to see their faces). It came to pass that #21 had to go past the south end of the depot, up the hill and back through the crossover at HIt tower and into the station. Well, the lynch mob disbanded and everyone got on board and went on their way!

I had developed the reputation of being a fix-it at Little Rock after the addition of Amfleet and Superliner equipment. I enjoyed reading the operating manuals for the new equipment and had several opportunities to take a 106 piece of wire with two alligator clips on either end and jump a relay in a locomotive to allow the train to continue with lights, heat and air conditioning, rather than being cancelled and busses called. Sometimes the train would come from as far away as Marshall or Poplar Bluff without power, so I could jump it at Little Rock.

Thanks to all the engineer’s who would give me the cab rides. An great engineer who will remain nameless, had let me ride up front from Texarkana one night comes to mind. Riding the head end between Hope and Gurdon was like sitting at a zoo. The number of deer, coon, snakes and other wild life was amazing. Coming into Gurdon, there were often orders and a clearance hung in the hoops for our train, usually just another slow order to be observed. There are also many crossings thru town so a short-armed engineer has a rough time, blowing for all those crossing and stretching out to grab the orders. As fate would have it, he missed the orders, had to quickly and carefully brake the train and send the poor fireman scampering back across the ballast to retrieve the flimsies so we could proceed.

These are just a few quick remembrances of some of my time with Amtrak at Little Rock. Some of the truly great railroaders I shared some great times and stories with are: Paul Nelson, Burrell Cornelius, Maurice Steenburgen, Carl Watts, Lance Sullenberger, Bill Glover, Ivan Avance, Ray Snodgrass, Burdeen Mullin, ‘Red’ Mueller F. C. “Cary” Castle, Bill Swicegood, Jim Henneberger, my cousin who would occasionally get to ride it during someone’s vacation and William Harper, another distant cousin, and some others who have slipped my mind at the moment, with my apologies. Also the watering crew, who spent endless nights adding boiler and potable water to the cars and locomotives, lead by A. B. Broadus and Worthy and Paul Springer. Those were the early, fun days of my career with Amtrak. Other chapters and stories will follow as time allows me to record and be reminded of them.

From the Arkansas Gazette, September 5, 1902, Friday:

Name Chosed for Rock Island Train

Chicago, Sept. 4, The $100 prize offered by the Chicago, Rock Island and Pacific Railroad for a name for its California train has been awarded to T. H. Davies, who is connected with the Denver office of the New York Central. More than 7,000 names were submitted. The name which was selected by Mr. Davies is “Golden State Limited.” The ten trains required for this service have been completed and will be placed in operation November 1 over the Rock Island system to El Paso thence over the Southern Pacific.
**EFFECTIVE MARCH 13, 1974**

**ST. LOUIS - LITTLE ROCK - DALLAS**

**FORT WORTH - LAREDO - (NUEVO LAREDO)**

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### Amtrak

**NEW SERVICE!**

**The Inter-American**

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### Equipment

**The Inter-American**

- St. Louis-Laredo
- Dining Lounge Car
- Sleeping Car (Roomettes and Bedrooms)
- Coaches
- Laredo-Nuevo Laredo
- Transfer Service (consult agent)
- Steamer Service
- Checked baggage handled at all points between St. Louis and Laredo except McGregor and San Marcos (no checked service between Laredo and Nuevo Laredo)

For Mexican rail connections at Nuevo Laredo, see adjacent schedule.

UNCLE JOE FINLEY — FIRST TRIP AS AN ENGINEER

by: L.T. Walker, retired Rock Island conductor

Uncle Joe, as we called him, had been a fireman most of his life. He had worked on almost every railroad in the U.S.A., but had never been promoted to an engineer until he came to the Rock Island in about 1940. He was getting up in years as an older railroad man, so he stayed with the Rock Island until he retired. Uncle Joe was a very nice man to work with ... everybody liked him.

Uncle Joe came up for promotion. He had to pass the engineers test or he would lose his seniority as a fireman and to to the foot of the board. So Uncle Joe passed the examination to become an engineer.

This writer was on a pool turn west out of Biddle Yard here at Little Rock. We worked first in first out. I was called for 6:00 PM for train No. 93, which was to Perryville, Arkansas. Lots of hilly country and mountains ... 117 miles and 167 curves.

Going to the roundhouse to get the engine to put on the train (which was the head brakemans job), I saw Uncle Joe and Fireman Bill Span coming to get on a 3000 Rock Island engine (like the one above), which was the largest engine we had. It was very large with booster under the cab so we could handle more tonnage.

After checking the engine over, I lined the switch and we went to the west end of the yard and put the engine on the train. The train crew consisted of Conductor Dick Peoples, Flagman Ed (Firecracker) Yates, George Anderson, swing brakeman, and myself, L. T. Walker, head brakeman. Got our train orders and air test and highball from rear end so we started west.

We had a heavy train, which was about 75 cars. We were about ready to move. Uncle Joe told
told Bill and me to be sure and keep our mind on the train orders and wait orders, for he was going to have his mind on running the engine. He said, if you don’t know this, I am making my first trip as a hogger (or engineer). (Hogger was the engineers nickname).

We were going up 10th street hill about two miles out of Biddle Yard. We got slower and slower, so Uncle Joe said, "I guess it’s time to cut the booster in." He reached up and pulled the engaging rod out, but the booster stayed in idle position with just steam coming out. But we fell down on the hill.

I went back to make a cut, so we doubled to 10th street track. We got the train back together. By that time the swing brakeman had come up to make the long coupling for me and we pulled by to pick him up. Then we were on our way again. We were a little tired of waiting then, but found an eastbound train in the hole at Roland (hole was what we called a passing track or siding).

Uncle Joe was doing a pretty good job except he was all time talking about wondering how the caboose was riding. There was no radio at that time in 1944, just hand signals. He would keep telling the fireman and me to keep up with the train orders.

Uncle Joe would get a little fast in some of the curves, so Bill and me would say, "Joe, don’t you think you are going a little fast for this curve?" So, he would slow down a little but he had fired engines up that way ever since he had been working here. He would say to us it is a lot different sitting over here than over there.

We got to Houston, which was beginning the grade over Coppers Gap, a grade hard to pull because it was very sharp curves on top of hill. We got to the Gap and then began to slow down, so Uncle Joe said we will try this booster again. He cut it in, but did not do any better than at 10th street, so we laid down on the hill. I walked back to where I could see George. He made the cut and we pulled the train up the first cut up main line and went back through siding to pull train up to switch where we could head engine in siding. Then we coupled up train on main line. Our engine and part of the train was on top of the hill then.

Got air pumped off then Uncle Joe started to start train, but he could not get it started, so he kept on getting slack until we were backing down the hill.

Bill was a promoted engineer off the Missouri Pacific and had got fired over there for some reason and come over to Rock Island. He told Joe to set a little air and then try to start the train. He told Joe if he would let him he would try to start it for him, but Joe told him you just keep up the steam and I will get this train over or I am going to bust trying.

Well by now we were back down the hill about where we made the first double. I got off and walked back and saw George walking from the caboose to double hill again. Made another double. By that time Uncle Joe was getting hot and so was George. He said, "If you can’t get it started this time we will go all the way to Perry next time." But we made the hill on second double.

Away we went. Joe told Bill to check the water and maybe we could make Ola for water, which we did. Before we got to the water tank at Ola, Joe stopped the train. He got it started again, but ran by the water tank, so he backed up but missed it again, so I told him I would cut him off and for him to go get water, which he did.

When we started to leave, the operator came out and said to reduce the train and maybe we could finally make Boonville. Then I started to caboose to tell the conductor about reducing the train, so he came up with maybills so we could make the set-out. After making setout in oil track, we were on our way again.

Going up Blue Mountain we started to slow down, it was a 4-mile grade. Uncle Joe said, "I will try this workout booster again," This time it worked and we got over the mountain in good shape. He turned around and told Bill and me that if we told anyone about what he was going to tell us, we would not be his friends again.

He told us that he failed to pull out the booster lever at 10th street and Coppers Gap, he only had it in idle position.

Bill and I kept it a secret for several years about the booster. Uncle Joe was a pretty good engineer but he never could stop at a water tank. In my years on the railroad, that is the only time I ever doubled the hill twice with the same train.

Uncle Joe, gone but not forgotten by Rails who worked with him. This crew are all deceased except this writer.
L.T. WALKER RECENTLY IN HOSPITAL - Longtime member and ex-Rock Island conductor and writer of several stories for the RAILROADER, L. T. Walker, was recently in Little Rock's Baptist Hospital for surgery. He hardly misses a meeting. He is now home. Write to him at 3520 Lakeview Rd, North Little Rock AR 72116.

EAKLES MILLE RECUPERATING - Another longtime member and ex-Missouri Pacific engineer, Eakles Hille, also had to miss a couple of meetings due to illness. He is now getting better at home. Mr. Hille also writes stories for the RAILROADER. Write to him at 224 Dennison St, Little Rock AR 72205.

Both these men are really what this and other railroad clubs across the country are all about...namely, people with historical and first-hand knowledge of railroading. They are living memorials to a glorious past.

ADDITIONS TO MAILING LIST - The mailing list sent out in the September newsletter, was just that, a mailing list and didn't list all members since some households only want one newsletter delivered although others in the family have paid. Here are some of the members not listed:

  MRS. CHARA DAVIS, PO Box 240, Austin AR 72207; MRS. FRED FILLERS, 28891 BANDY RD, LITTLE ROCK AR 72211; MATT NORTON, PO Box 240, Austin AR 72207; MRS. PETER (SYLVIA) SMYKLA, 2800 W 27TH ST, PINE BLUFF AR 71603.

BEAT THE RUSH - AVOID LAST MINUTE HAZING. Dues are always due January 1st of each year. This year, why not beat the last-minute notices and finding you don't have any money left at the end of the year anyway after Christmas purchases by paying your 1991 dues now. It's easy.

Just send your check for $10 (Arkansas residents) or $7.50 (out-of-state) to: ARKANSAS RAILROAD CLUB, ATTN: Treasurer, PO Box 9151, North Little Rock AR 72119. We'd appreciate it.

ROCK ISLAND CHOCITW 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.

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

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

"RAILROADER" IN PERIODICAL INDEX - The "Arkansas Railroader" has been listed in the ARKANSAS PERIODICAL INDEX, a publication of the University of Arkansas at Fayetteville. The API is an annotated author and subject index to articles published in 55 Arkansas periodicals, including those of historical societies. This volume covers 1981-1985. If you'd like a copy, the cost is $31.50 and can be

ARKANSAS RAILROADER

October 1990
ordered from the Special Collections Department, University of Arkansas Libraries, Fayetteville AR 72701.

Also...remember that we have another index compiled by member James Fair of Austin, Texas which includes all stories and authors appearing in the RAILROADER between 1970 through 1989. Cost of this, including postage, is $2.00 and orders can be sent to myself, Ken Ziegenhein - Index, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. Make checks out to the Arkansas Railroad Club.

BOXCAR KNOWLEDGE WANTED FOR MODELS - MICHAEL MOTT, PO Box 284, Ola, AR 72853 would like to know something about the following 1960’s and 1970’s boxcars: ADN 3500-3546; original IC 12700-12899; SLSF 42000-42499; SSW 67350-67749.

ARKANSAS RAIL NEWS

READER RAILROAD TO HAVE NIGHT RUN - At 6 PM, Saturday, October 13, 1990, the famous Reader Railroad (the Possum Trot Line) will have its annual night run. It will continue the tradition of running with coaches lighted by kerosene lanterns and will have a cracker barrel meal at the Reader area. This year, the train will depart from Reader (other years it departed from Camp DeWoody). It will run to Camp DeWoody, where the engines will be turned, then come back to Reader. The costs will be $12.50 per adult, $8.50 children 4-11 and under 4 free. There will also be a daytime run that day leaving Reader at 2 PM. Cost of the daytime run will be $6.00 per adult.

The night run of the Reader is really one of the most unique and realistic train rides in the country because it gives you the feel of riding a train 100 years ago along the same, historic line that’s been there almost as long. Since it will be dark on part of the ride, all you see are shadows inside the kerosene-lit coaches and the ghostly passage of trees outside your windows. Your imagination can really make you feel like you are in a different, more relaxed time and place. It’s really worth the small cost.

For more information or reservations, contact the READER RAILROAD, PO Box 9, Malvern AR 72104-0009 or call the Reader at 501-337-9591.

Perhaps some of our club members could make this trip. There is a small group discount on 15 or more tickets sold. Although the Reader may be around for years to come, persistent rumors keep coming up each year about it moving to Hot Springs or somewhere else, so each fall, I keep wondering if it will be the last time the train will run.

The Reader is the oldest standard gauge steam railroad still running under its original charter in this country.

If all of Earth's land animals were weighed, ants would account for 10 to 15 percent of the total weight. (Harvard, via "breakthroughs")

819 TO RUN TO TYLER - The 819 will 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 may be purchased between any of the intermediate points as well, ranging in price from $15 to $100, depending on the length of the ride - call or write the address below for specific

ARKANSAS RAILROADER

October 1990
information on prices). 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 and return 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?

SPAGHETTI WAREHOUSE RESTAURANT ON SCHEDULE - (Little Rock) - Turning the old Choctaw Railroad depot (Rock Island) in Little Rock into a restaurant was proceeding on schedule as of late September. On August 22, Union Pacific moved a 1924 Pullman dining car on the remaining line of the Rock next to the station. This car will be used as a Spaghetti Warehouse dining car when the restaurant opens in October. It will seat about 50. The company is spending $2 million to restore the old Rock Island station, which has never been used as anything but a rail station. It is the first time the Spaghetti Warehouse has used a railroad station for one of their restaurants.

The finished restaurant will dine 400, have 125 employees and contain about 12,000 feet, including the rail car. It was scheduled to open to the public October 14, a Sunday. A pre-opening was scheduled for Wednesday, October 10, with many Arkansas Railroad Club members invited to attend a "shake-down" dinner.

The 1924 Pullman car used to run on Cotton Belt's "Lone Star" between Memphis and Shreveport until it was retired in 1952. It has since been an instruction car for the Cotton Belt and in private hands in Oklahoma City. The car's name was "Mount Sheridan."

Two former Rock Island employees, now working for the Union Pacific, were the ones operating the UP engine (#1347) that pushed the car to the station. S.T. Bryant, an engineer, and David Jackson, a switchman, used to work for the Rock Island when it still used the Choctaw station. (ARKANSAS GAZETTE, August 24, 1990 and ARKANSAS DEMOCRAT, August 22 by Randy Tardy)

UNION STATION AUCTIONED OFF - (Little Rock) - Little Rock's (Missouri Pacific's) Union Station was auctioned off on August 16 for $567,000. The new owners are the bond holders of the 90-year old station, State First National Bank of Texarkana. Two successful restaurants, "Buster's" and "Slick Willie's" have used the station for years, as
has Amtrak for the daily "Eagles." (ARKANSAS GAZETTE, August 20, by Larry Sullivan)

DEPOT PRESERVATION - KARK-TV, Channel 4 in Little Rock (NBC affiliate) ran a story on September 18 about Arkansas's remaining depots and the effort of the Arkansas Historic Preservation Program to catalog and photograph every depot in the state. Barbara Lindsey-Allen, survey coordinator, was interviewed on the tape. She said they wanted to know when each depot was built, who the builder was, and to document the site surrounding the depot. The report said Arkansas now has only 40 depots remaining, with 21 on the National Register of Historic Places.

There is no failure except in no longer trying.
- Elbert Hubbard

FUEL PRICES TO RISE - Union Pacific will raise rates 4 percent on October 4 due to the increased fuel prices. The Cotton Belt will also raise rates. Union Pacific uses about 1.5 million gallons of diesel fuel a day at about 75 cents (as of August 22) a gallon. Southern Pacific uses about 1 million gallons a day. (ARKANSAS DEMOCRAT, August 22 by Randy Tardy)

SOME LOUISIANA & NORTH WEST F-UNITS SOLD - (Houston, Texas) - The "Texas Limited" railroad, which runs passenger trains between Houston and Galveston, Texas on weekends, purchased two F units from the L&NW Railroad in Arkansas and Louisiana (which runs between Magnolia, Arkansas and Homer, Louisiana). The engines arrived in Houston in early May and began service on the "Texas Limited" in August. The engines were L&NW Nos. 100 and 101 (F7A's originally built by EMD for the Southern Pacific in 1952).

Number 100 was former SP #6379, retired by the SP in 1968, later sold to short line railroads to become L&NW #44. No. 101 was former SP #6309, later to become L&NW #47. L&NW eventually had 5 F7A's and one FP7. A railroad official said the line was not actively pursuing the sale of the engines, but was approached for the sale. One source says the engines were purchased for $60,000.

The engines are to be repainted yellow and silver. (GULF COAST RAILLOADING, August 1990)

INTERMODAL THE WAY TO GO - (Pine Bluff) - Quality Intermodal Corp. came to Pine Bluff in June, 1990 and started a double stack business to get shipments to the west coast via rail (Cotton Belt). They say they can get products from Pine Bluff to California by rail cheaper and as fast as trucks. They also assure their customers that their products won't be damaged. The company thinks Arkansas is a sleeping giant as far as this type of business is concerned. One of their customers is United Parcel Service, the largest shipper on the Cotton Belt. The company offers truck-rail-truck door-to-door service with dedicated trains running both east and west on the Cotton Belt / Southern Pacific. Double stack service generally costs 20 percent less than trucks alone and provides smoother rides than box cars. (PINE BLUFF COMMERCIAL, August 15 by David S. Robinson)

GRANITE MOUNTAIN QUARRIES TRAIN HITS TRUCK - (Sweet Home) - On August 14, a tractor-trailer was moving from a private drive across the tracks of the Granite Mountain Quarries Railroad when it was struck and over-turned. No one was injured. The train was pulling 2,600 tons of rock. (ARKANSAS DEMOCRAT, August 15)

CAMP ROBINSON SPUR FIXED UP - (North Little Rock) - The seldom used Union Pacific spur connecting U.P.'s main line from North Little Rock to Van Buren with the Camp Robinson National Guard reserve in

ARKANSAS RAILROADER

October 1990
North Little Rock has been upgraded so that it can once again handle trains. The four-mile line is just east of Camp Robinson Road and goes into Camp Robinson at Remount Road. Union Pacific spent about $200,000 on the improvements, including 2,600 new ties and street crossing improvements. Improvements inside the camp itself were made by the military. The rest of the improvements were finished around August 1. The improvements were made well before the Persian Gulf crisis materialized, but at least now the tracks can support heavy rail shipments of equipment to and from Camp Robinson in case that becomes necessary. (Back in May, your editor saw a short train on this spur consisting of a UP engine, a gondola and a flatcar with an armored tank on it - the first time I'd ever seen a train on that track.) (ARKANSAS GAZETTE, August 31, 1990 by John Woodruff)

**UNION STATION FATE IN PINE BLUFF** - The fate of Union Station in Pine Bluff was debated at a September 4 City Council meeting. Among the possible uses for the abandoned depot (which had several restaurants fail in recent years) would be a police precinct headquarters for the detective division. (ARKANSAS DEMOCRAT, September 4, by Joe Farmer)

A typical car has pumped its weight in carbon into the atmosphere after its first 10,000 miles.
- LOS ANGELES TIMES

**LODGING FOR RAILROAD WORKERS** - (Little Rock) - Ever wonder where rail workers stayed at night when on the road? Since many rail-owned hotels are, a thing of the past nowadays, workers stay at motels in various cities along the route. A Little Rock-based company called Motel Sleepers Inc. entered into a contract to provide lodging for more than 3,800 Chicago & Northwestern Railroad workers in August and hopes to do the same for many other rail lines. They became a railroad's lodging department, negotiate the rates (averaging only $10 a day) and mail the railroad one bill. This service has taken a lot of paperwork off the railroads. (ARKANSAS GAZETTE, September 3, 1990 by Larry Donald)

**COTTON BELT LAYS OFF 43 PINE BLUFF WORKERS** - (Pine Bluff) - Almost as quickly as they were re-hired last June, 43 Cotton Belt car shop workers were laid off at Pine Bluff on September 7. The unexpected move by the railroad results from them doing away with one shift at a two-shift autorack car rebuilding plant. Conversations of triple-rack auto cars to double-rack cars will be cut to one car per day. Jim Johnson of the Cotton Belt said while he couldn't pinpoint the exact reason for the layoffs, he suspected that it was due to slow auto sales of larger cars recently due to higher gasoline prices; hence not as much need to convert as many autorack cars. Many of the furloughed workers had only been called back one week before being laid off again. (ARKANSAS DEMOCRAT, September 11 by Randy Tardy)

**OUACHITA RAILROAD INC. CHARTERED** - (Russellville) - Bill Robbins of the Dardanelle & Russellville Railroad chartered a new short line called the Ouachita Railroad. This new line, should all the paperwork progress like it's supposed to, used to belong to the East Camden & Highland RR between El Dorado, Arkansas and Lillie, Louisiana. It is former Rock Island property. Mr. Robbins, a club member, was excited about the potential purchase.

**IS THIS STORY CORRECT??** - An ARKANSAS DEMOCRAT story about a train derailment in Tuckerman August 14 said that a passenger train derailment in Tuckerman caused problems in Bald Knob due to an influx of 7 busses to pick up stranded passengers of the northbound Amtrak "Eagle" train. The police chief of Bald Knob said "They (busses) were

ARKANSAS RAILROADER October 1990
here most of Tuesday afternoon (the 14th)." (Amtrak usually gets to that part of the state about 1 AM). Portions of the Superliner were enroute to St. Louis and Chicago. The 98-car, three engine train was traveling through Tuckerman at 12:35 AM Tuesday when 10 cars derailed. The train was traveling at 14 MPH when the derailment occurred. (See any discrepancies? I realize that Amtrak's ridership has increased recently, but I had no idea that the "Eagle" now has a third of all the Superliner equipment Amtrak owns on only one of its trains!) (ARKANSAS DEMOCRAT, August 17, 1990 by Sherry Snow given your editor by Robert Condray)

FRENCH MERCI CARS - Anyone remember when France sent 49 "40-and-8" Merci Cars to the United States in 1949 thanking us for the aid to France following World War II? The latest NRHS NEWS (September 1990) sent a state-by-state list of these rail cars and their condition and location. Here is where they are: ARKANSAS (American Legion Post 41 at Helena, good condition); LOUISIANA (Old State Capitol, Baton Rouge, condition unknown); MISSISSIPPI (Capitol Building, Jackson, condition unknown); MISSOURI (State Fairgrounds, Sedalia, excellent condition); OKLAHOMA (Cerebral Palsy Center, Norman, condition unknown); TENNESSEE (American Legion Post, Bristol, excellent condition); TEXAS (American Legion Post 76, Austin, good condition). This list was good as of February 1989. (NRHS NEWS)

SP TO ACQUIRE 20 LOCOMOTIVES - Southern Pacific will acquire 20 diesel engines during the fourth quarter of 1990. All the units, costing about $15 million, will be remanufactured GP40-2 models from Morrison Knudsen in Boise, Idaho. This brings to 320 the number of locomotives SP has ordered since 1987. (SP UPDATE, September 12)

Every two weeks, Americans wear almost 50 million pounds of rubber off their tires. That is enough to make 3 1/4 million new tires from scratch.

- 50 SIMPLE THINGS YOU CAN DO TO SAVE THE EARTH

PERSOON GULF AFFECTS RAILROADS - Shades of past wartimes, railroads are playing a very important role in the U.S. military in getting equipment to the Mideast. Some 3,000 carloads of armaments and supplies have moved on the rails of this country since the August 2 invasion of Kuwait by Iraq. Coordination of these train movements is handled by the Falls Church, Virginia headquarters of the military traffic command of the AAR. (SP UPDATED, September 12, 1990)

"PIKES PEAK" R.I. CAR SOLD - (El Dorado) - Club member Bruce Nelson of El Dorado finally sold his ex-Rock Island passenger car, the "Pikes Peak." It was sold last summer to a Mr. John Davis of Denison, Texas who will use it to entertain in, just like Nelson did. It was built in 1939 for use on the Rocky Mountain Rocket. It is a former club-dining car. (El Dorado NEWS-TIMES, August 24 by Shea Wilson)

MAJOR TRAIN ACCIDENT - (Chidester) - Eight cars of a 51-car Union Pacific freight derailed near Chidester about 445 AM on Monday, September 17 (on U.P.'s line between Gurdon and El Dorado). One of the cars began spilling toxic nitric acid, sending a deep orange cloud of fumes over the town. About 345 residents had to be evacuated and remained away from their homes for about two days. Nearly 10,000 gallons of the acid spilled. A TV helicopter flying over the site almost spread the fumes in an unwanted direction.

A farmer from nearby Camden said, "Chidester is just a little bit deader today than it usually is." (ARKANSAS GAZETTE, September 18 and ARKANSAS DEMOCRAT, September 18).

PROUD RAILROAD FAMILY - (Pine Bluff) - Cecil Albright, aged 100, died

ARKANSAS RAILROADER

October 1990
September 16 in Pine Bluff: His family really was proud of his railroad career, attested by an article which appeared in the ARKANSAS GAZETTE on September 18. His daughter, Annette Holtzclaw, said, "He would railroad in his sleep...he was destined for his career and he excelled in it." Mr. Albright worked for the Cotton Belt in Pine Bluff from 1917 until retirement in 1960. He at one time was engineer on the famous 819 and was a leader in the Brotherhood of Locomotive Engineers' Union. He was also very interested in aviation and flew a Piper Cub and a Cessna. He got a pilot's license way back in 1924. (ARKANSAS GAZETTE, September 18 by Kelly DeBrine)

BOSTON MOUNTAIN TRAIN EXCURSION ran a special dinner train between Rogers and Chester August 31 with people being seated in hourly rotations. The same train was to have run from Van Buren to Winslow September 7. Also, on the final run of the season on October 6 and 7, an additional coach will be added to accommodate people wanting to see some fall colors. Due to the great demand for riders this year, the company plans to extend its season next year from May through October, still running alternate weekends from Van Buren or from Rogers. A trip over the entire Van Buren-Rogers line is being considered for next year with shopping and lunch in the downtown areas. The Chamber of Commerce of both towns sell the tickets for these rides. (Fort Smith SOUTHWEST TIMES by Joyce Chapman sent in by club member Arthur McCoy)

A&M OFFERS FALL EXCURSIONS - (Springdale) - On October 13 and 14, the Arkansas & Missouri Railroad will offer, for $20, its own fall foliage tours on a 2 1/2 hour ride from Rogers to Exeter and return. The A&M will use its 1899 coach. Contact the Rogers Chamber of Commerce at 501-636-1240. Only 70 seats are available for each of 5 runs, three on the 13th and 2 on the 14th.

MOPAC STEAM ENGINE 2522 DEBATE - (Paris, Arkansas) - Former Missouri Pacific and Fort Smith, Subiaco and Rock Island 4-6-0 #2522, built by Cooke in 1898, still sits in a city park in Paris, Arkansas, where it was placed over 20 years ago. It has become rusted, with the tender floor rusted through and dangerous to climb on. A debate was underway in August whether or not to enclose it with a fence. There was also talk of repainting it. Seems that something has to be done or the engine may have to be sold or scrapped.
A letter in the "Paris Express" on August 22, written by Shane Sutliff of Paris, stated the following: "In the inventory of decay that I found while climbing on this wonderment of children, I found two obviously used condoms draped inside the train, more than a few very expressive words spray-painted and scratched onto the train, a compliment of feces neatly piled in a convenient spot, and a multitude of broken beer bottles and cans scattered in and around the train." (PARIS EXPRESS, August 22, 1990 by Roger Smith, sent in by club member Douglas Harley of Bonita, California).
( Editor's note...Perhaps the Arkansas Railroad Club could donate a small sum in money and perhaps a few man-hours of time to aid in cosmetically restoring this engine, possibly the only 100 percent Cooke-built ten-wheeler still in existence? Just a thought.)

GENERAL RAIL NEWS

BEAUTIES BY TRAIN - (Atlantic City, New Jersey) - For the first time since 1939, over 50 years, the 50 women competing in the Miss America contest arrived in Atlantic City by train. This event occurred on Monday, August 27 to commemorate the 70th anniversary of the Miss America Pageant. For many, it was their first train ride.

FATAL TRAGEDY - (Delano, California) - Fear of hurting others’ property caused the deaths of 4 children, ages 1 to 7, in a crossing
accident in Delano, California August 25. A Southern Pacific freight ran into the car that was caught between the downed crossing arms at nearly 70 MPH as the mother of the children tried to flag the train down. She got out of the way at the last moment. The train carried the wreckage about 8 blocks before it could stop. I guess the mother thought the train could stop and she didn’t want to crash through the downed arms... a fatal mistake.

"TROOPER ON THE TRAIN" FATALITY - (Dexter, Missouri) - On July 24, 1990, a special engine carrying a Missouri trooper observing drivers at rail crossings, demolished a 1985 Buick, killing its 28-year-old male drive near Dexter, Missouri. The train was running between Poplar Bluff and Sikeston on the Union Pacific. This was the first fatality involving the "Trooper-on-the-Train" program in this country. (MISSOURI OPERATION LIFESAVER PROGRAM's "Crossings.")

The United States generates enough trash each year to cover a 24-lane highway stretching from Boston to Los Angeles with a foot of garbage.

- Smithsonian News Service

IKE'S SPECIAL TRAIN - (Kansas City) - The Santa Fe, Burlington Northern and Union Pacific will supply special trains to haul former Allied soldiers by train to Eisenhower's boyhood home in honor of his 100th birthday on October 14. Some 1,100 veterans will be carried. All three trains will leave Kansas City's Amtrak station between 5 and 6 AM that day (a Sunday), arriving in Abilene about 10:30 AM. They will return to Kansas City that night between 10 PM and midnight. U.P. will use streamer #844 for its segment. Santa Fe's train will be led by two of its new GP60Ms in war bonnet paint. BN's train will be headed by BN1 and BN2, a renumbered F9 A-B set. Eisenhower's European command train will be moved, in separate pieces not under its own power, to Abilene from the National Railroad Museum in Green Bay, Wisconsin the first week of October.

World War II veterans will be allowed to ride the three trains free on a first-come basis. President Bush is scheduled to speak in Abilene October 14 with an antique air show also on the ticket.

Senator Dole of Kansas is responsible for the trip. (RAILS, August 24, 1990)

CABOOSES ALMOST GONE - According to the Association of American Railroads, cabooses on railroads have declined from 11,731 in 1983 to only 4,852 in 1989. (Editor's note... there are now about 10 million cabooses in city parks, however!) 

UNION PACIFIC'S EARNINGS STILL GROWING - The second quarter of 1990 ending June 30 was the 19th consecutive quarter that Union Pacific showed year-over-year earnings growth. UP posted second quarter earnings of $141 million (profit). Carloadings were up 2 percent. (INFO MAGAZINE, August 1990)

SP BRANCH SALE APPROVED - (Alexandria, Louisiana) - The ICC approved the week of August 8 the sale of a five-mile segment of Southern Pacific's Alexandria branch in Louisiana to a short line operator for $171,000. It was part of a larger deal in which the Ogeechee Railway (OGEE) will buy 58 miles of Missouri Pacific track, for $334,000, so that it can serve industries around Opelousas, Eunice, Bunkie and Crowley, Louisiana. (SP UPDATED, August 15)

HAUNTED DEPOT - (Whittier, California) - The vision of an ancient burial ground under the old SP depot in Whittier has caused quite a stir in the Southern Pacific community. The future of the old station, which SP sold a few years ago, is in limbo after Jimi

ARKANSAS RAILROADER

October 1990

18
Castillo talked about a strange encounter he had at the depot. He said, "When I was in the building, I felt the spirits go through me." The spirits he was referring to was his ancestors, the Gabriellino Indians. Meanwhile, a developer has proposed to build a shopping center around the 99-year old depot. (SP UPDATE)

The electricity used by one incandescent light bulb during its lifetime requires electric power plants to burn 400 pounds of coal.

- "BREAKTHROUGHS", October 1990

RATS, FOXES AND LIZARDS TO ABANDONMENTS - (Huron, California) - SP has been forbidden to do any salvage work or dispose any part of the 14-mile branch between Huron and Ora, California until certain requirements of the Endangered Species Act are met. The U.S. Fish and Wildlife Service says three endangered species, namely the blunt nosed leopard lizard, San Joaquin kit fox, and the Tipton kangaroo rat may be affected by the planned abandonment of this branch. (SP UPDATE, August 15)

ABANDONMENT CATEGORIES EXPLAINED - What does it mean if a railroad wants to place a line in Category II abandonment? Here’s the explanation for each category:

 CATEGORY I lines are those the carrier would abandon within three years. They must be in the category at least 120 days before actual abandonment application is made.

 CATEGORY II lines are those under study to determine whether they are candidates for abandonment.

 CATEGORY III lines are those on which an ICC decision on abandonment or discontinuance of service is pending.

(TOPEKA CAPITAL-JOURNAL, August 5, 1990 via Jim Johnson)

SANTA FE EMPLOYMENT DOWN - Over the years, the Santa Fe Railway has decreased the number of its employees substantially. As of August 1, 1990 Santa Fe employment stood at 16,470, down from a high of 35,524 in 1979. (TOPEKA CAPITAL-JOURNAL, August 5, 1990)

FLORIDA CROSSING ACCIDENTS INCREASE 195 PERCENT - The FRA said that crossing accidents have increased 195 percent in Florida in cities that ban train whistles during nighttime hours. The Florida East Coast is one such line affected by these ordinances. (That is a real strange thing to experience...a train rushing across a road without a whistle. That happened to me late one afternoon while driving through Melbourne, Florida in September 1988. Although the gates were down, I had begun to wonder if they were stuck when suddenly this FEC freight wisked by. It was uncanny how silent it was).

DRIVE TO SAVE DEPOT - (Carroll, Iowa) - A local group hopes to move the Chicago & Northwestern depot in Carroll to a site of a planned development. The railroad insists the depot be moved since it is so close to the tracks. Older Carroll residents see this depot as a symbol of a prosperous era when railroads brought people to the area. From Boone to Omaha, Carroll was the only stop for the Union Pacific when it leased the tracks in the 1950s. The depot was built in 1896 and designed by Charles Frost. (DES MOINES SUNDAY REGISTER, August 5, 1990 by Stephanie Hirsch sent in by Jim Johnson)

EXCURSION LINE STUDY - An article in the September 7 RAILS talked about a study by Mark Maggio regarding tourist lines in this country. It said that Mr. Maggio found 150 tourist railroads. There were at least 5.2 million riders in 1989 on the 105 lines that answered his survey. They owned 91 steam engines, 243 diesels and 178 repairable engines. They charged between 30 and 69 cents a mile for rides on the

ARKANSAS RAILROADER October 1990

19
average.

"WATONGA CHIEF" RUNNING - (Watonga, Oklahoma) - The 8-mile Watonga Chief will run September through November on certain days starting in Watonga. It runs along the old Rock Island branch line now operated by the At&L Railroad. Dinner trains are also available. Watonga is located west of Oklahoma City on US 270. For information, contact the WATONGA CHIEF, 2936 Bella Vista, Midwest City, OK 73110.

SLURRY PIPELINE CASE - Remember the slurry coal pipeline company that was to build a slurry pipeline from Wyoming to Texas and Arkansas back in the early 1980s? Well, the project was stopped in 1984 and the company, ETSI Pipeline Project, sued five railroads. The out-of-court settlement finally was being distributed as of August 21, 1990. Basically, the five railroads lost (they agreed to settle out-of-court) and had to pay about $650 million to the company and its now-rich lawyers. (HOUSTON CHRONICLE, August 21 by Greg Hassell)

DON'T RUN A TRAIN BACKWARDS - (Brownsville, Texas) - A jury awarded a family almost $2 million after a Southern Pacific train hit and killed two people near Brownsville, Texas on March 7, 1986. The jury said that SP was 100 percent negligent. Apparently, this particular train had its locomotive running backward and they said all the horns were on the front of the engine and couldn't be properly heard. The nine children of the two people killed brought the lawsuit. (BROWNSVILLE HERALD, August 16, 1990 via Jim Johnson)

VIA RAIL CARS FOR SALE - Some 86 locomotives, 49 RDC's, 23 Steam generator cars and 75 passenger cars were scheduled to be sold by Canada's VIA Rail. A list of the cars can be obtained from the NRHS, 320 Wisconsin #511, Oak Park IL 60302. Cars and engines range in price from $23,000 to about $98,000. You can call CANAC International Inc, 100 University, Montreal Quebec H3B 3W7 at 1-800-361-0161 for more information.

More coal moves by rail than any other mode - about 57 percent in 1988, according to a National Coal Association study.

RURAL ACCESS TO RAIL SHOULD BE PRESERVED - (Kansas) - Kansas Senator Nancy Kassebaum introduced a bill September 14 that would require the ICC to give more consideration to the effect of rail abandonments on small towns. The bill would also require the ICC to consider a 10-year record, not the current two years, of how much grain has been shipped on any line. Railroads would also be required to maintain a sufficient number of grain cars. (KANSAS CITY STAR, September 15, by Jake Thompson, sent in by Randy Cooks of Kansas City)

MEMPHIS CENTRAL STATION - (Memphis) - The IC's Central Station in Memphis will be given $50,000 in an effort to determine whether it can be restored as a rail, bus and other transportation link for downtown Memphis. It is currently only being used by Amtrak on the "City of New Orleans" route and is in bad condition. The Illinois Central has indicated it wants to move its operations from the tracks through this part of town to the east part of Memphis, which could leave the station stranded. (Memphis COMMERCIAL APPEAL via the "Nashville Flyer, September 1990)
and Washington is handled by Amtrak, more than twice as many daily as both airline shuttles combined.

KANSAS CITY-DALLAS-OKLAHOMA CITY AIRLINE COUNT - The first quarter of 1990 showed an increase in airline passengers between Kansas City and both Dallas and Oklahoma City, a corridor that once had Amtrak’s "LONE STAR," which was discontinued in 1981. The first quarter count was 49,350 to Dallas and 35,720 to Oklahoma City. Wouldn’t this be a good case to reinstate Amtrak service on this very successful route? (KANSAS CITY STAR, September 9, by Randolph Heaster, sent in by Randy Cookus of Kansas City, who used to work for Amtrak at Little Rock and now works for Amtrak in Kansas City.)

LOWERING YOUR RISK OF STROKE: 1) Stop Smoking (smokers have twice the risk of strokes than non-smokers); 2) Control high blood pressure; 3) Eat a sensible diet (low in fat); 4) Avoid obesity; 5) Get enough exercise (exercise may even help dissolve blood vessel deposits that can lead to a stroke). - AMTRAK NEWS, July 1990

REROUTE OF "BROADWAY" RESCHEDULED - The planned October 1 reroute of the "Broadway Limited" and "Capitol Limited" will not take place until November 11 due to station construction along the proposed more northerly line. These trains now run through Ohio and Indiana over little-freight-used Conrail tracks and will be moved to a more northerly CSX line and another Conrail line.

ROADRAILER TEST FOR AMTRAK - Apparently, Amtrak is negotiating to begin testing hauling roadailer vans behind some of its Northeast Corridor passenger trains. These vans are truck trailers which can fit right onto tracks (Norfolk Southern now runs dedicated roadailer trains). Should the tests on Amtrak be successful, Amtrak may begin hauling these trailers, mainly for mail, beginning in 1994 across the country. The trailers could be left at various stations across the country and simply hauled to the local post office and unloaded there. (RAILS, September 7, 1990)

LONGEST RIDE IN SINGLE CAR - The CLEARANCE CARD, publication of the Southwest Railroad Historical Society in Dallas, stated that as of September 1990 the longest ride in a single Amtrak car is on the TEXAS EAGLE. The through sleeping car between Chicago and Los Angeles operates 2,767 miles followed by the PIONEER at 2,689 miles. Formerly the longest ride was on the New York to Los Angeles CRESCENT/SUNSET with 3,413 miles.

AMTRAK SECOND IN HARRIMAN SAFETY AWARD - For the first time in its history, Amtrak finished with a medal in the annual Harriman Memorial safety award for 1989. Norfolk Southern got first place and Southern Pacific, after winning it the two previous years, got third. The Harriman awards are granted to railroads on the basis of the lowest casualty rates per 200,000 employee-hours worked. (AMTRAK NEWS)

AMTRAK AUTHORIZATION BILL - President Bush on July 6, 1990, signed the Amtrak Reauthorization and Improvement Act of 1990. Bush is the first president to sign a free-standing Amtrak authorization bill since President Carter signed the Amtrak Reorganization Act of 1979. For the last 10 years, Amtrak’s authorization has been included as part of bills giving funding for other federal programs. However, if Congress and the President don’t get together on a budget for FY 1991, Amtrak, as well as most other federal programs, could get cut by 32 percent due to Graham-Rudmann automatic cuts beginning October 1. Should this occur, Amtrak would have to shut down as well as many major airports being closed after 6 PM due to a lack of air traffic.

ARKANSAS RAILROADER October 1990
controllers.

**AMTRAK AND OKLAHOMA** - According to U.S. Senator Don Nickles from Oklahoma, the people of Oklahoma paid about $93 million over the years to fund Amtrak without having any Amtrak service in return. In a letter he wrote to someone in Oklahoma on June 15, he said he was encouraged by Amtrak and that he thought service could begin again in Oklahoma on the old Lone Star Route as early as 1991. (from THE DISPATCHER, Central Oklahoma Railfan Club)

**LOCAL TRAVEL AGENCIES CATERING TO AMTRAK** - I have received two brochures from Little Rock area travel agencies that give tours on Amtrak and will sell Amtrak tickets. They are: UNIGLOBE NORTHSTAR TRAVEL, 312 Rock St, Little Rock AR 72202 and KRUGER INTERNATIONAL TRAVEL, 10310 W Markham, Suite 206, Little Rock AR 72205.

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<td>TOTAL</td>
<td>1,842,909</td>
<td>1,911,105</td>
<td>+3.7%</td>
</tr>
</tbody>
</table>

Amtrak had an average of 195.5 passengers on its trains at any one time in JUN 1990. (The "Eagle"/"Sunset" had an average of 224.3 passengers on board. Amtrak was on time 71.9 percent of the time in June 1990 (The "Eagle" was on time 26.7 percent of the time).

<table>
<thead>
<tr>
<th>YEAR THRU JUN 89</th>
<th>YEAR THRU JUN 90</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE CORRIDOR</td>
<td>8,401,186</td>
<td>8,472,514</td>
</tr>
<tr>
<td>SHORT DISTANCE</td>
<td>3,457,713</td>
<td>3,711,433</td>
</tr>
<tr>
<td>LONG DISTANCE</td>
<td>3,998,969</td>
<td>4,234,022</td>
</tr>
<tr>
<td>&quot;Eagle&quot;</td>
<td>116,391</td>
<td>141,120</td>
</tr>
<tr>
<td>&quot;Sunset&quot;</td>
<td>85,021</td>
<td>79,374</td>
</tr>
<tr>
<td>&quot;City N Orleans&quot;</td>
<td>155,683</td>
<td>152,729</td>
</tr>
<tr>
<td>SPECIAL TRAIN$</td>
<td>61,127</td>
<td>50,921</td>
</tr>
<tr>
<td>TOTAL</td>
<td>15,918,995</td>
<td>16,468,890</td>
</tr>
</tbody>
</table>

**NEWS UPDATED** through September 22, mailed September 26. Deadline for the November issue is October 15.
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 OCT 14 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 Ziegenhein. 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

NON-PROFIT ORGANIZATION
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ADDRESS CORRECTION REQUESTED

OCTOBER 1990

KENNETH ZIEGENBEIN
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NORTH LITTLE ROCK AR 72118-3160