

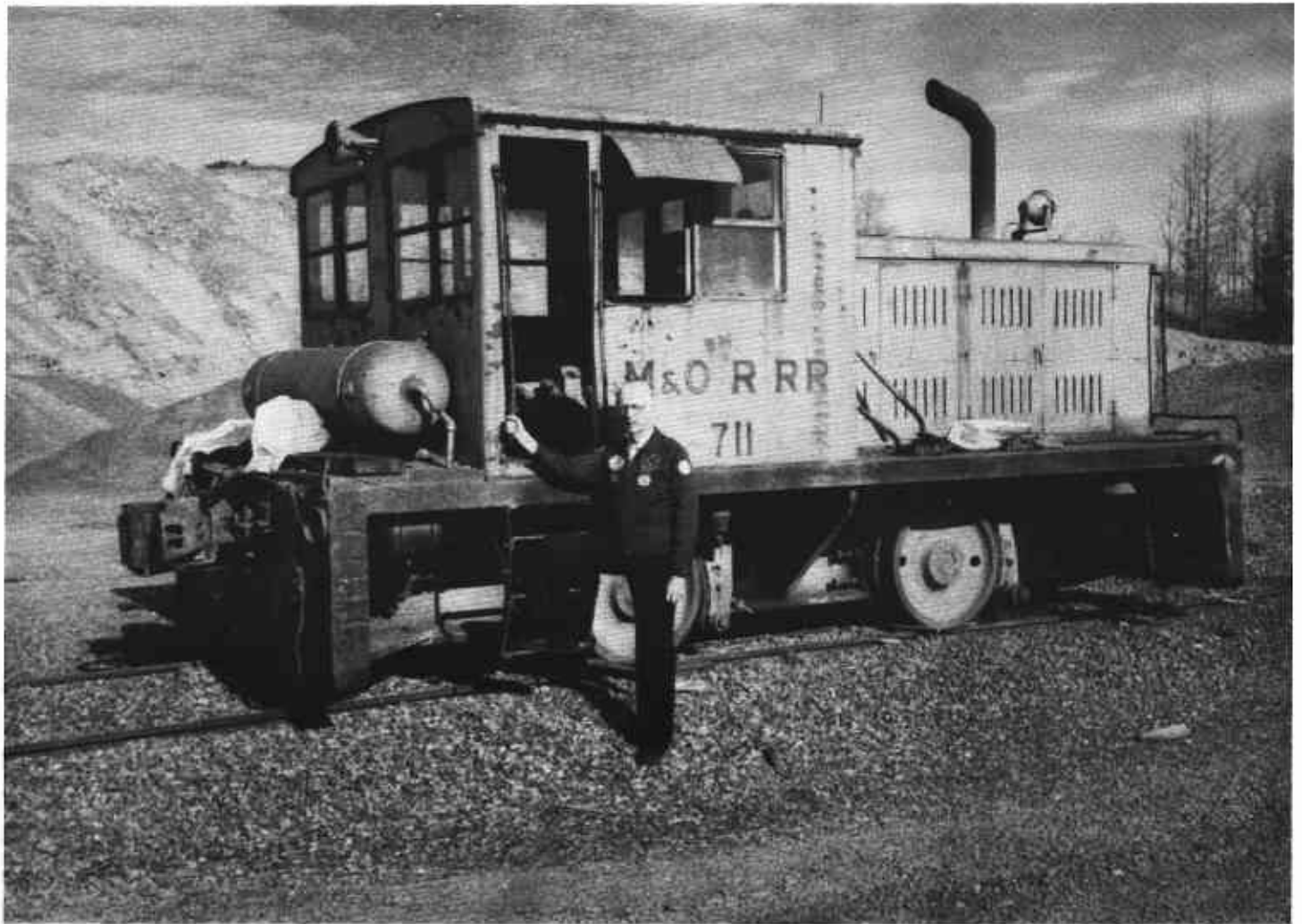


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 26 NUMBER 12 DECEMBER 1995



A lonesome little locomotive that resided in a gravel pit near Malvern, Arkansas in 1989. According to J. Cary Nettles of Hot Springs, this engine appears to be unique in that it apparently started out to be a Caterpillar bulldozer but somewhere the genes got mixed up. Note the outrigger air compressor. Mr. Nettles thinks the M&O RR stands for the Malvern & Ouachita River Railroad. Is he right? (*J. Cary Nettles photo*)

REMEMBERING

by: P. B. Wooldridge

Though we're far away from yesterday,
And miles from the railroad track
Our thoughts go back,
To the click-and-clack of the telegraph,
In that old depot of the long ago.

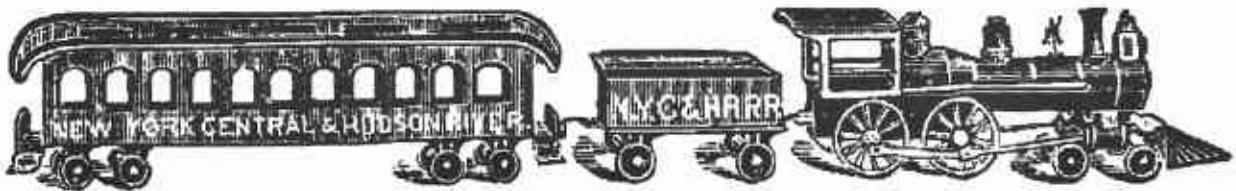


To that Christmas day, on the right-of-way,
When the snow was swirling down.
When a passenger train, adorned with snow,
Made a grinding stop at the old depot.

There in that crowd, with greetings loud,
Friends and kinfolk got together.
Amid the chatter, it really didn't matter
That the snow dominated the weather.



Today we old-timers are far away
From the rush and the dash of an earlier day.
But the railroad grows dearer,
As our end-of-the-line draws nearer,
And we fade from the right-of-way.



P.B. Wooldridge (former Cotton Belt agent) was looking at his radio log for December 9, 1971 which showed he had telegraphic contact with Alek, UK-1-ZAN at the Russian Naval Base at Murmansk, near the Arctic Circle, for 6 minutes, 1:05p.m.-1:11p.m. In order to make conversation, I asked him if he'd ever seen Santa Claus, being so near the North Pole. Russian operators were always very brief and taciturn, as tho they knew they were being monitored. There was the time I contacted what must have been a Russian Agent in Cuba, who was using an Estonian call. His OSL card went from Cuba to Moscow, and thence to me.

Following is a computer printout received in the Lewisville (Arkansas) Cotton Belt office on Christmas Eve, 1977, showing Santa's consist as he progressed from the North Pole to the South Pole. It was from Computer Control at San Francisco, very original and clever.

BI81300 0-5 2334 12/24/77 U251 ZZ N132 TOC SB99996

MESSAGE FROM SB99996 VIA N132 BY TOC

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DETAIL CONSIST

OICLAUS 25 ESTIMATED OUT NPOLE AT 2359 24

ETA WORLD AT 0001 25

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09 SETOUT	SPOLE				
DASHER	1 DEER	OK	INP2017	SDOOT R4	NF
DANCER	2 DEER	OK	INP2017	SDOOT R4	NF
PRANCER	3 DEER	OK	INP2017	SDOOT R4	NF
VIXEN	4 DEER	OK	INP2017	SDOOT R4	NF
COMET	5 DEER	OK	INP2017	SDOOT R4	NF
CUPID	6 DEER	OK	INP2017	SDOOT R4	NF
DONNER	7 DEER	OK	INP2017	SDOOT R4	NF
BLITZEN	8 DEER	OK	INP2017	SDOOT R4	NF

09 SETOUT NPOLE

SP 1801 E CAB NPOLE

09 SETOUT WORLD

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XMAS	1001	L SLEIGH	WORLD	100 SACKS TOYS	CHILDREN OF THE WORLD
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011 LDS 001 MTYS 01120 TONS 00700 FT TRAIN TOTAL
08 UNITS 08 OK REINDEER POWER

MERRY CHRISTMAS
AND A HAPPY NEW YEAR FROM THE ENTIRE
TOPS OPERATIONS CONTROL STAFF

RON FRITCH	LARRY REPPETEAU
ROBBY ROBSON	VON SAPENTER
BERT NICHOLLS	BOBBY HONES
DAVE LITTLE	BILL THIELMAN
JIM BIRGE	ED CHENEY
TOM BARNES	JIM FORSTER
JIM KENNEDY	MARK LONGTON
MIKE LEWIS	MIKE GALLAGHER
GERRY RAWLINSON	
END	

ARKANSAS RAILROADER

A ROOM NEAR THE RAILROAD

by: Gene Hull

About 35 miles northwest of Argenta (North Little Rock) a little settlement began to grow along the old Military Road which ran between Argenta and Fort Smith. The Butterfield Overland Mail Stage route (Memphis-Fort Smith branch) also used this road between Cadron (Conway) and Norristown (Dardanelle).

The little settlement was called Plumerville. The merchants took advantage of the early westward movement along the Military Road. But, the Butterfield Stage business lasted only a couple of years. It was halted by the Civil War, and did not resume.

Then, in 1870 the gandy dancers began laying rails of the Little Rock & Ft. Smith Railroad up the north side of the Arkansas River from Argenta, headed for Ft. Smith. In 1871 the rails slipped through Plumerville and continued to London, just west of Russellville. In the summer of 1875 there was a reorganization, and the road became the Little Rock & Ft. Smith RAILWAY, and the rails reached Ft. Smith in 1879.

New settlers were coming to the fertile Arkansas River Valley and business was growing along the railroad. The LR&FS land grant was a magnet, drawing immigrants from the more populous eastern states, as well as from Europe. These newcomers attracted the attention of peddlers and drummers, even as a fresh blossom brings swarms of bees.

To provide accomodations for these people, several hotels and rooming houses appeared south and west of the railroad tracks at Plumerville. The peddlers and drummers (traveling salesmen) rode the LR&FS steamcars to Plumerville, got a room at a hotel, called on local merchants, then rented a horse and buggy to travel to the homesteads for miles in all directions.

Just before the Civil War, a fellow named Taylor built a three-room house a couple of blocks north of the railroad. Some time later the house was sold to Dr. and Mrs. J. S. Guinn. They added a second story and made some improvements.

Dr. Guinn died a few years later, and his widow married John Merritt Sims. Mrs. Sims enlarged the house again and added a fine second-floor gallery, supported by graceful columns turned on a lathe. The railings along the upper and lower galleries were graced by very ornamental balustrades cut in an intricate pattern by a jigsaw. A coat of gleaming white paint was applied.

In about 1880 this attractive structure became the Sims Hotel, which soon became a favorite place for the regular peddlers and drummers. Mr. & Mrs. Sims made their home on the lower floor. By 1890 it was a flourishing business. Early in the 1900's much of the business section of Plumerville was destroyed by fire. The Sims Hotel was spared, and it was the only one in town. It was well supplied with customers from the railroad.

As public roads were built automobiles appeared. Fewer and fewer passengers stepped down from the train. Soon there was no need for a hotel at Plumerville. The town lost its influence, and

soon became a quiet little town along U.S. Highway 64. Most of the traffic was just passing through. Interstate Highway 40 was built a short way north, and now only local traffic disturbs the quiet of Plumerville. Passenger trains no longer use the rails through town.

But, the beautiful Sims railroad hotel still sits on the hillside above the railroad. A few years ago it was owned by Miss Lu Lee Sims of Conway, a daughter of Mr. & Mrs. John Sims. It is a residence, and much of the interior and furnishings were original. A carport was added to the back in the 1960s.

Yes, there still are a few ghosts of the Little Rock & Ft. Smith Railroad.





NEXT MEETING/PROGRAM



The next meeting of the Arkansas Railroad Club will be our annual Christmas party, **SATURDAY, DECEMBER 9** at the Spaghetti Warehouse Restaurant off Second Street in Little Rock (in the old Rock Island Choctaw Depot). The party begins at 7 p.m. - you'll order from the menu. There are no more seats available - you needed reservations.

REQUEST FOR E-MAIL - If any of you have the ability to send electronic mail (via computer), that would be a great and fast way to get news to me. My E-Mail address is:

ken.z.rw@ix.netcom.com

Be sure to type it exactly as is, with the (.) and in small letters. If anyone does have E-mail ability (at home or office), please send me your address. Electronic mail is usually **free** and can be sent/received free worldwide.

REQUEST FOR NEWS - I need you to send me railroad news from your city or town, especially if you live in Arkansas. Mainly, I need news from your **LOCAL PAPER**. That is the only way we can get it. That news will then be put in the *Arkansas Railroader*, where it will be preserved for future rail historians. As you know, the *Railroader* is sent to several libraries, both in and out of Arkansas, and some, like the Arkansas History Commission, microfilms them. Thanks in advance. Oh...you **WILL** be credited for sending the news.

NEW ADDRESS - Here's the new address for **MATT** and **SHARON RITCHIE**: PO Box 1325, Tallulah LA 71284, 318-574-5444. Give them a call.

1996 SHOW & SALE - Remember that our annual Show & Sale will be held on Saturday, May 18, 1996 at the Robinson Center in Little Rock (setup May 17). Prices for tables: \$25 for one, \$20 for second, \$15 third. Admission will be \$3 adults, \$1 children. If you'd like a table, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. (Our 1997 show may be in conjunction with the NMRA convention here).

1996 I.D. CARDS with renewed or new memberships will be sent in this issue, as well as the January or February newsletters, depending on when you renew. **AND** as you can see by the enclosed brochure, it's that time of year again when your **DUES ARE DUE**. They are \$20 for local and \$34 if you wish to join the NRHS at the same time (hopefully, you'll join the national organization as well).

ARKANSAS RAILROADER INDEX AVAILABLE - **GENE HULL** has put together a good index of *Arkansas Railroader* main articles covering Volume 21, No. 1 through Volume 26, No. 1 (January 1990 to January 1995). You can get a copy of this from Gene for \$2. Contact him at 3507 E Washington #31, North Little Rock AR 72114 or call 501-945-7386). Index for Volume 1, No. 1 to Volume 20, No. 12 by James Fair is no longer available.

T-SHIRTS AVAILABLE - T-shirts from our U.P. 3985 trip are still available for \$10 each, postage paid. Sizes are L and XL, but we can special order for you. Send your \$10 to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They'd make great Christmas gifts.

1996 CALENDARS FOR SALE - Our 1996 calendars are **READY TO SHIP**. They include 13 photos of railroads in Arkansas, all black and white. Costs are: \$8.00 for one, \$7.50 for 2-9 and \$6.50 for 10 or more, postage included. Railroads included are KCS, Missouri Pacific, Santa Fe, Rock Island, Cotton Belt, Prescott & Northwestern, Neiman-Marcus special, D&R, AD&N, UP, M&A, Warren & Saline River, Frisco and UP 3985 passing Paperton Junction Southern's Alco.

JIM JOHNSON TERMINATED - Jim Johnson, of Southern Pacific/Cotton Belt fame, and former head of Public Relations for the railroad, has been terminated (i.e., fired) from his job at SP due to "business conditions" after the announcement of the SP/UP merger. Lately, he's been writing Operation Lifesaver newsletters and was in charge of SP's Grade Crossing Safety. He may become a consultant working with railroad grade crossing safety. Jim's new address is: 9400 West 112th St., Overland Park KS 66210.

ABANDONMENT NEWS TO START - Starting with the January issue of the *Railroader*, I'll attempt to have proposed railroad abandonments nationwide each month, using the *Federal Register* as a source.

CLUB TO POSSIBLY FINANCE BOOK - The Board of Directors voted to possibly finance a book in 1996 by Gene Hull on depots in Arkansas. If you have any photos of Arkansas depots, please send them to the club for possible use in this new book.

1996 OFFICERS APPROVED - Here are the names of 1996 officers approved by the Board of Directors November 12: President-TOM SHOOK; Vice-President-CRAIG GERARD; Treasurer-WALTER WALKER; Secretary-CAROLE SUE SCHAFFER. GENE HULL was elected by the membership for the Board of Directors, class of '00 (2000). Other special positions elected by the membership were: NRHS National Director ROBIN THOMAS; Office of Photography-JOHN C. JONES; Newsletter editor-KEN ZIEGENBEIN.

KCS CELEBRATION - BILL BAILEY announced at the November 12 meeting that the Kansas City Southern will be having its 100th anniversary celebration on July 4, 1996, including special trains. Special events will be held at Mena, Arkansas and Heavener, Oklahoma, for starts. Bill said the SSW 4-8-4 #819 has been offered for special trips.

WANTED: FOR SALE/TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. Only personal inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is

not responsible for misleading ads.

WANTED - Photo of a CNW GP-50, especially in the Arkansas-Louisiana area on the U.P. Will pay for picture. Contact DON SMITH, 2103 Emerson Dr, Monroe LA

71201 or call 318-387-7376.

FOR SALE - Steam locomotive headlight, believed to be a Pyle National. \$65. Contact J. CARY NETTLES, 255 Caroline Acres Rd, Hot Springs AR 71913.

ARKANSAS RAIL NEWS

CITY REQUESTS DEPOT

(McGehee) - The city of McGehee has asked the Union Pacific to donate the McGehee Missouri Pacific depot to the city. It would eventually be made into a museum. (McGehee Times-News, October 4)

CLOSE CALL

(Neelyville) - Richard Dollins, 21, was riding his 4-wheeler when he ran into the tracks of the Union Pacific Railroad at an unmarked field crossing 5 miles south of Neelyville in Northeast Arkansas. The impact knocked him off his vehicle and he fell between the rails, unconscious. A UP freight passed over him a short time later, coming to a stop after hitting the 4-wheeler. Amazingly, the man only suffered minor injuries, as he was close enough to the ground so the cars didn't hit him. (Clay County Courier, Corning, October 5, 1995)

TRACK ABANDONED

(Fort Smith) - The Interstate Commerce Commission has approved the abandonment of 31.03 miles of track operated by the Fort Smith Railroad and owned by the Union Pacific. The trackage is part of the Paris Branch from milepost 522.39 east of Fort Chaffee to the end of the branch at milepost 553.42 in Paris. (CTC Board via Doug Harley)

Guys whose eyes are in their backs get halos crossing railroad tracks. - Old Burma Shave road sign, via The Dispatcher.

TRAIN NEARLY DERAILED

(Gateway) - On October 26, a saboteur placed heavy boulders and railroad ties along a section of Arkansas & Missouri Railway track in north Arkansas just south of the Missouri border, nearly derailling a 77-car A&M freight train. This section of track is

over a ravine. The train, traveling at 49 mph, had its engine go airborne, but came down centered on the tracks.

The area on the former Frisco tracks is known as the Devil's Eyebrow, a stretch of rural railroad that snakes across a mountainside between Springdale, Arkansas and Seligman, Missouri. The land slides 500 feet down to the forest floor at times. The area has had trouble with vandals for over 4 years, who pelt engines with rocks and plow down railroad crossing signs. "There were legends about Devil's Brow," said Bill Schnitzer, who runs the Ozark Trading Post in Gateway. "You always heard that's where they tossed the bums out and people would find them later." (Arkansas Democrat-Gazette, October 29 by Michael Whiteley via Jonathan Royce)

1996 OLYMPIC TORCH

As mentioned previously, the 1996 Olympic torch will pass through Little Rock on its' nationwide tour of the U.S. next March

aboard U.P. streamliner fleet. Elsewhere in this newsletter is a map of its route nationwide, using trains, boats, horses, etc.

KIAMICHI RAILROAD SOLD

(Hugo, Oklahoma) - The Kiamichi Railroad, an award-winning shortline in Arkansas, Texas and Oklahoma using former BN tracks, was sold/merged in October to StatesRail L.L.C., where the Kiamichi will become a subsidiary. StatesRail was formed in 1994 by Pete Kleifgen, a 10-year veteran of the shortline industry. Jack Hadley started the Kiamichi in 1987 by getting a 230-mile branch of the Burlington Northern. He said selling the line has been an agonizing experience. *(Kiamichi Korner, October 1995)*

FARMERS WANT ABANDONED ROCK

(DeValls Bluff) - A group of landowners wants the right of way of the former Rock Island between DeValls Bluff and Carlisle, but the Arkansas Natural Heritage

Commission has maintained the 11-mile stretch known as the Railroad Prairie State Natural Area since 1987. It is a remnant of the 500,000-acre Grand Prairie with native plants and animals not touched in hundreds of years. It is part of the nationwide "Rails-To-Trails" program that converts abandoned rail lines to hiking trails and keeps them ready in case a railroad is once again needed. Landowners, however, want the land for more farming and say that it should revert back to the private landowner when the railroad abandons its track.

Other rail/trails under development in Arkansas include the 73-mile Delta Heritage Trail between Snow Lake and Watson on the old MoPAC route of the "Delta Eagle." And, the city of Fayetteville has \$266,000 to develop two trails in that city of about 10 miles long. Nationwide, there are about 900 trails being developed with 725 trails, totaling 7,400 miles, now open. Some incidents have occurred along trails in other states where property owners placed 1,000 bales of hay, electric fences and manure in the path of

hikers. In Arkansas, on October 15, an arsonist destroyed part of the Delta Heritage Trail, burning 400 feet plus 60 feet of a trestle. *(Arkansas Democrat-Gazette, November 9)*

LINE TO REMAIN OPEN

(Harrisburg) - After an appeal by U.S. Representative Blanche Lincoln, UP said it would continue to serve its customers on an 11-mile spur line that runs through Harrisburg, mainly to service Gulf Rice Arkansas, Inc. *(Harrisburg Modern News, October 12)*

Trains have never been a primary target for terrorism, partly because deaths are rare in train wrecks. That includes the 128 mph collision of Amtrak's Colonial at Chase, Maryland on January 4, 1987 that killed 16 of the 616 passengers aboard. (Don Phillips, The Washington Post Weekly Edition, October 22)

GENERAL RAIL NEWS

ENGINEER'S WORST NIGHTMARE

(Fox River, Illinois) - At 7:20 a.m. Wednesday, October 25, a Chicago Metra commuter train hit a school bus that was still on the tracks while it was waiting for a traffic light to change. Students in the back of the bus began screaming, begging the bus driver to move forward as they saw the train coming. The gates lowered on the rear of the bus. The driver, Patricia Catencamp, didn't move, however, and the commuter train plowed into the rear of the bus about 50 to 60 mph, spinning the bus 180 degrees. Seven high school students were killed and several seriously injured. The bus driver had a perfect driving record, but was filling in for the regular driver.

Kids were laying on the ground after the bus was separated from its chassis. There was a lot of screaming. The crossing was well signaled, but the traffic light on the nearby highway was only 33 feet away from the tracks - shorter than the bus. It's the type of crossing railroaders hate, but was considered



safe enough for trains to come through there at 70 mph. This line was part of Union Pacific's purchase of the Chicago & Northwestern Railroad, including their commuter service. Mark Davis of U.P. said the engineer tried desperately to stop, but it was no way he could.

All Metra trains were canceled that morning, possibly due to respect for the tragedy. Someone had this comment about that on the Internet computer network: "I imagine this was done out of respect for the people who had been killed, but on highway wrecks, traffic is routed around the crashed vehicles immediately, as the dead and injured lie in their smashed autos. Seems like the highway system could use a little more respect for the injuries it creates, and perhaps halt all traffic until the injured are removed,

sparing the injured of gawking passing traffic and allowing commuters to ponder highway safety... On the other hand, if highway users have no respect for their injured compatriots, why should trains be stopped for an incident that is a fine example of why riders should be on trains?"

The train didn't have to blow its whistle routinely at this crossing, as the city had a law restricting this. However, the engineer in this case did when he saw the bus. The bus driver apparently didn't hear it, though, as the students were so noisy. From where she sat, the bus slanted down on an incline toward the highway intersection, and the rear of the bus may have looked clear of the tracks in the rear-view mirror. But three feet were over the tracks. The bus had about 23 seconds to clear the tracks after the crossing gates went down.

A student aboard the bus, Teresa Robinson, on an interview on CNN on October 27, said she thought the driver could have moved forward. Q: Was anyone trying to tell her (bus driver) to move the bus - move the bus

forward? A: "Yes. Everybody was real concerned, screaming to move the bus because there was a train coming". Q: Do you blame the driver for not getting out of the way? A: "Yea I do, cause she should have crossed the tracks anyway....". (Various news sources)

CONRAIL FINED

(Alston, Massachusetts) - Conrail has been fined \$2,750,000 for polluting the Charles River from its rail yard near Boston over a period of years. (Al Turner's News From Here, October 26, 1995)

CHAIN OF ROCKS OVER

(St. Louis) - The weekend of November 18-19 was to have been the 3-mile Chain of Rocks last weekend passenger run. This line operated on old St Louis Waterworks tracks in North St. Louis along the Mississippi River. The line was built at the time of the 1904 St. Louis World's Fair. Reason for the shutdown? New FRA inspection rules. (St. Louis Post-Dispatch, November 15 via Don Sarno on Internet)

LIONEL SOLD AGAIN

Lionel Trains will be acquired by former



Paramount Communications Chairman Martin S. Davis and rock musician Neil Young. Richard P. Kughn has owned the model train maker since 1985. Young and Kughn founded Liontech, a developer of remote control devices for Lionel Trains. (The Gateway Railletter, November 1995)

NEW LOCOMOTIVE FACILITY OPEN

(Kansas City) - Union Pacific has opened its new \$13 million locomotive facility in Kansas City in the former MoPAC yard. It will enable UP to make minor repairs to locomotives instead of sending them to North Little Rock. (The Danville Flyer, October 1995)

Passenger cars are built like battle tanks, so safe inside that seat belts have never been installed. (Don Phillips, The Washington Post Weekly Edition)

SP/UP MERGER

The ICC has set a 195-day schedule for settling the proposed \$5.4 billion merger between Southern Pacific and Union Pacific. Official application will be December 1 with a final decision due late summer 1996. Meanwhile, the United Transportation Union is calling for Congressional Hearings on the proposed merger, saying there are serious anti-trust elements in the plan and that thousands of jobs would be lost.

Richard K. "Dick" Davidson used to work for Missouri Pacific in North Little Rock in the 1970s, but is now president and chief operating officer of Union Pacific Corp. On a recent visit to the area, he talked with Randy Tardy of the Arkansas Democrat-Gazette as well as a long-time Arkansas Railroad Club member. He said that MoPAC used to have 1,000 locomotives and 12,000 employees. Today, the combined UP and MoPAC have 35,000 employees and 23,000 miles of track. UP's net income this year will be between \$800 and \$900 million and they own 4,000 locomotives, soon to have more after the SP merger.

Before the SP merger, UP now owns 1,037 miles of track and has 2,100 employees in Arkansas. He said after the merger, they would use the UP mainline in Arkansas for

their northbound trains and the SP tracks, through Pine Bluff, for their southbound trains (how would this affect Amtrak?). He didn't sound too certain about SP's car shops in Pine Bluff, however.

(Some from UP INFO and some from UTU News, November 1995)

TRACK SOLD

(Belton, Missouri) - The Smoky Hill Railway has sold its former Frisco line south of 179th Street in Belton to the end of the line in Peculiar, Missouri (see photo elsewhere). This group has weekend excursions out of Belton and needed cash to pay off some of its debt. They got \$120,000 for the line's scrap value.

Roughly 135 million tons of chemicals move yearly by rail, about 10 percent of all rail tonnage. There are 110,425 miles of track in this country. (Don Phillips, The Washington Post Weekly Edition, October 22)

GE LOCOMOTIVE WORKERS STRIKE

(Erie, PA) - In late October, workers at GE's railroad locomotive plant in Erie, Pennsylvania went on strike for a couple of days, concerned about GE's outsourcing some of its locomotive work to non-union companies.

GE says that it may also have to let go hundreds of its plant employees because of a lack of new engine orders. (Via J. Cary Nettles sending a copy of the October 29 Wall Street Journal)



AMTRAK NEWS

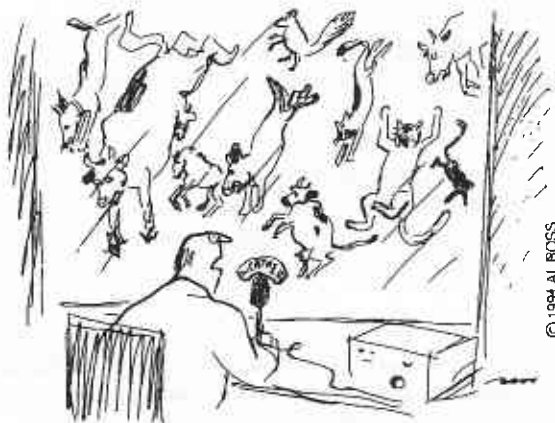
MORE ON SUNSET LIMITED WRECK
 Inspections of rail will be stepped up after the sabotage that occurred on the *Sunset Limited* in October, according to Cliff Black of Amtrak. However, the

railroads are still considered very safe, in fact 1994 was the safest year ever for America's railroads. Almost all main rail lines are laid with continuous welded rail, with no joints for miles. However, the little-used line in Arizona where the *Sunset* was wrecked October 9 had

the old 39-foot segments and also had no CTC, so it was easier to mess with. Whoever did this knew much about railroads. However, officials say that as frightening as terrorism is, passengers on trains are far more likely to be injured by common vandalism or by trucks

that get stuck on grade crossings than by terrorism. (*The Washington Post Weekly*)

Edition, October 22 by Don Phillips) ~~1994~~



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"We're getting mixed precipitations -- that's for sure!"



TRACKS COMING UP IN PECULIAR, MISSOURI - This is the end of track currently for the Smoky Hill Railway - Peculiar, Missouri, south of Kansas City. The group (headquartered in Belton) sold this portion up to 179th Street in Belton in October for \$120,000 to help pay off some of its debts. As this summer 1994 photo shows, trees were growing over the former Frisco right-of-way. (*Ken Ziegenbein photo*)

1995 OFFICERS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Tom Shook, 1716 Alberta Dr, Little Rock AR 72207-3902 (501-225-8955)
VICE-PRESIDENT - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
BOARD '95 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Saturday, DECEMBER 9 at the Spaghetti Warehouse Restaurant in Little Rock for our annual Christmas party. Sorry, but we're sold out. 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 \$20/year for Arkansas residents and also \$20/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: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year.

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**.

Arkansas Railroad Club mail should also be sent to the address below.



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

Newsletter and FAX phone: (501)-758-1340
(Leave message on recorder if I'm not there)

E-mail address: ken.z.rw@ix.netcom.com



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