



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 30 NUMBER 11 DECEMBER 1999



BRRR! A Rock Island accident investigation photo taken at Hazen, Arkansas with the camera facing east, toward Memphis, date unknown but sometimes in the early 1940s. They were investigating a road crossing accident near where John Swaim, a government Mail Messenger, is seen hanging a mail pouch. This depot is now a museum with token tracks still in place in front of the depot. (*L. T. Walker collection*)



Milwaukee Road transfer coming off bridge over the Mississippi River on its way to South Minneapolis Yard, Winter of 1946. (Eldon A. Behr photo)



A special Amtrak display train at the grand opening of the renovated Memphis Union Station (IC station), September 25, 1999. (John C. Jones photo)

1999 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts (prototype trains, not model trains) that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m.

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly 16-24 page Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$17 a year more, bringing the total to \$37 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

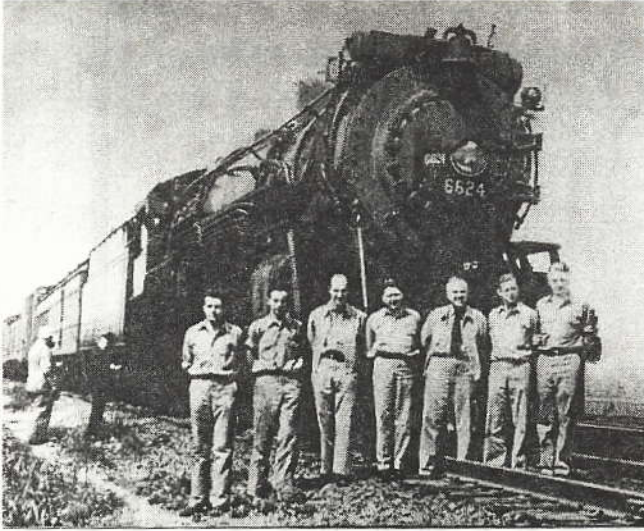
To join, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is:

ken.z.rw@ix.netcom.com The Arkansas Railroader is put on the Web monthly, and that address is:
<http://www.trainweather.com>

OUR ANNUAL CHRISTMAS PARTY will be held SATURDAY, DECEMBER 18 at the same place and time we had it last year, namely the University Park Adult Leisure Center, 6401 West 12th Street, Little Rock. Cost is \$15 per person. It will begin at 6 p.m. We need to know how many will attend, so please send in your \$15 per person ahead of time to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 or call our treasurer Walter Walker at the number above. A map to the place is on the next page. All are invited to John Hodkin's residence after the party (506 Gordon St, North Little Rock)

INSERTS AND SUCH - Postal regulations have been getting stricter over the past few months, so when I insert a flyer in one envelope, I must put one in all other envelopes as well. So, even if you've paid for a calendar or paid your dues already, you will still be getting the same inserted flyer in some issues. PLEASE CHECK YOUR MAILING LABEL to see if you're paid up - if you have 2000DEC, you're paid up through 2000. If you have 99DEC, your dues are due. Thanks.

NOVEMBER COVER CORRECTION - Mike Adams wrote the following letter regarding the cover of the November *Railroader*: "I talked to Gene (Hull) about the cover and he asked me to write you. He has been furnished some erroneous information on the picture. It is not a picture of military personnel in training on the Missouri Pacific at Van Buren in the spring of 1943. This is a picture of technicians of the American Steel Foundries doing test of freight car trucks on the Missouri Pacific.

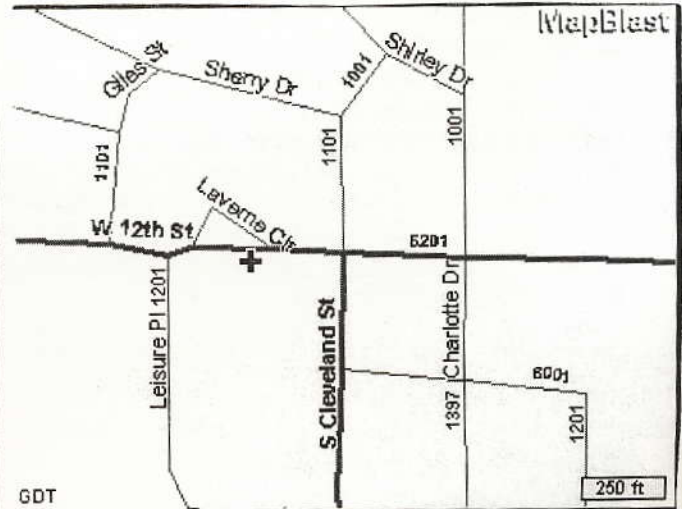
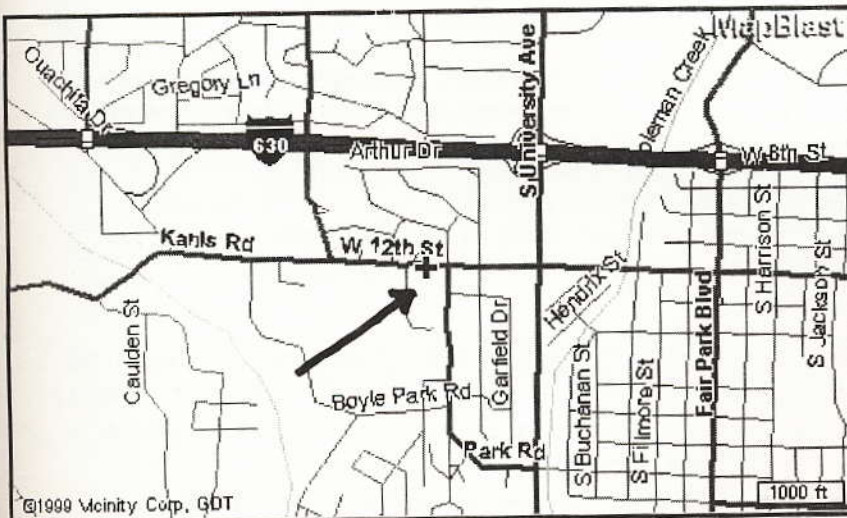


This picture was made at Bald Knob in the spring of 1941. During the period from January 1941 through May 1941 the Missouri Pacific ran a total of 17 round trips from North Little Rock to Bald Knob at speeds in excess of 90 mph. The engine was the 6624 which had just been out-shopped with roller bearings. The train consisted of two ASF box cars, two MP combination cars and one MP baggage car. They were lined up with a combine first, a box car, the baggage car, another box car and a combine. This can be plainly seen in the picture. The line up never varied. They ran to Bald Knob, went around the wye and came right back to North Little Rock. The engineer was the late C. H. Hensley and he is visible in the picture. He was noted for being a fearless runner. The train crew varied and I have talked with several of them and ALL of them claim they made over 100 mph. ASF reported 94 mph being the highest speed reached. Since ASF had thousands of dollars of expensive equipment and the brakies merely a Elgin or

Hamilton, I imagine ASF is more nearly correct. Actually, 90 mph is what they were shooting for.

I wrote a story about his for the MPHS and it was published in their Fall 1984 issue, Vol IX, No. III. This picture, incidentally, so far as I can remember, was furnished by ASF along with a brochure covering these tests. How Gene got it captioned as shown we do not know." (Mike)

(See another account of this test of trucks in 1941 written by John A. Mills elsewhere in this issue)



Merry Christmas

Here are the directions to our Christmas Party December 18.

ARKANSAS RAILROADER - Little Rock Chapter NRHS

OCTOBER 10, 1999 MINUTES - The Arkansas Railroad Club met Sunday, October 10, 1999 at the Pulaski Heights Presbyterian Church with President Leonard Thalmueller presiding. Guests were introduced. Minutes were approved as presented. Treasurer report was accepted for audit.

Leonard thanked the Smykla's for hosting the September meeting at their shop in Pine Bluff.

Leonard announced nominations for officers for 2000: PRESIDENT - John Hodkin, Jr; VICE-PRESIDENT - Jim Wakefield; SECRETARY - Sharon Doyle; TREASURER - Walter Walker; BOARD OF DIRECTORS - Ron Esserman; PHOTOGRAPHER - John C. Jones; EDITOR - Ken Ziegenbein. Officers will be voted on by the Board in November.

John Jones reported on various activities of the Union Pacific. Also, that the White River Scenic Railroad will move its' operation to Hot Springs for the winter.

Other announcements: Terry Rasco, an architect working on the Presidential Library, is looking for historical photographs of the Choctaw Route Station. Leonard received a call from Robert Jones in Bryant who has bought the Rock Island warehouse in Malvern and will give it to the club for preservation.

Meeting adjourned at 2:15 p.m. Following a short break, Robin Thomas presented a program on the Galloping Goose.

Carole Sue Schafer, Secretary

2000 OFFICERS - The following are our new officers for 2000. They will be installed at the annual Christmas party. PRESIDENT: John Hodkin, Jr.; VICE-PRESIDENT - Jim Wakefield; SECRETARY: Sharon Doyal; TREASURER: Walter Walker; NRHS DIRECTOR: Jim Bennett (Gene Hull will do his annual report this year); NEWSLETTER: Ken Ziegenbein; NEW BOARD MEMBER: Ron Esserman; PHOTOGRAPHER: John Jones.

TOY TRAIN TALK - Former president CRAIG GERARD, Reference Librarian at Layman Library in North Little Rock, will give a talk on toy trains (0 Gauge) at the library on the second Tuesday of December (December 14) at noon. The public is invited.

MALVERN GRAVEL CO - Stephen R. Strauss, club member from Washington State, emailed me about the status of the Malvern Gravel Company locomotives seen in Gene Hull's September 1999 *Arkansas Railroader*. He said that he was a native of Malvern and first heard of these locomotives in the early 1960s from someone who worked at the Malvern Gravel Company. The 50th anniversary issue of the Malvern Daily Record, on October 7, 1966, had an article about the locomotives, and included a photo that he thinks is the same one that is on page 14 of the September *Railroader*.

At that time Richard Grigsby was hoping to obtain the locomotives to display at an industrial museum he envisioned for Malvern. That plan didn't materialize. On a visit home in October 1975 I inquired about the locomotives at Malvern Gravel Company, hoping to be able to photograph them. I learned they had been sent for scrapping somewhere in Texas. (*Stephen Strauss can be contacted at 2417 Anderson Ave, Port Orchard WA 98366-1302, 360-876-5656, email strauss@psna.navy.mil*)

MODEL TRAIN EXHIBIT - The Museum of Discovery will host a large model train exhibit from November 20 through January 23, 2000. This 600 square-foot exhibit will feature 5 HO scale trains running through Arkansas' multiple terrains. The "All Aboard Arkansas" exhibit will also feature air travel and other travel modes. The Arkansas Valley Model Railroad Club will operate an N-Scale layout November 20-21 at the exhibit. The Museum of Discovery is located in the River Market in Little Rock. (*Thanks to Randy Tardy*)

UP COMPANY STORE in North Little Rock, 800 Pike Avenue in the Jenks Shop, second floor, will be open every Saturday through December 18, 9 a.m. to noon, plus its regular Monday-Wednesday-Friday schedule (only a couple of hours each day). (*Thanks to John Jones*)

SHOW AND SALE for next year will be held June 3 at Fisher Armory in North Little Rock, where we had it in years past.

DEADLINE FOR THE JANURAY NEWSLETTER is December 18.

WANTED : FOR SALE OR 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. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

FOR SALE - The Arkansas Railroad Club's reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, over 400 pages, hardbound, foil stamped, limited run, 6"x9" book. You can order from White River Productions, Inc., 24632 Anchor Ave, Bucklin MO 64631 or call 877-787-2467. Cost is \$24.95 plus \$5 shipping (or you can

pick one up at a club meeting and save the postage).

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest*. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of \$34.45 if you're having it mailed). MasterCard or

Visa accepted. You can call White River Productions at 877-787-2467.

FOR SALE - James R. Fair's book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. You can now order directly from Mr. Fair. He'll even autograph it for you. Cost directly from him is only \$34. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

WISCONSIN - WISCONSIN CENTRAL LTD. - To abandon a 1.63 mile line between m.p. 198.37 and m.p. 200 in Green Bay, Wisconsin. Effective November 18, 1999. (STB Docket No. AB-303, Sub No. 20X, decided October 12, served October 19, 1999)

UTAH - SALT LAKE CITY RAILROAD CO. - Cancelled its application to abandon a line from m.p. 798.74 at Ninth Street in Salt Lake City to m.p. 775.19 at the Salt Lake City/Utah county line. The original notice to abandon was served September 28, 1999. (STB Docket No. AB-520, decided October 19, served October 22, 1999.)

VIRGINIA - CSX - To abandon its line between m.p. OCV-242.0 and m.p. OCV-243.6, near Hagans, Virginia, a distance of 1.6 miles. Effective November 25, 1999. (STB Docket No. AB-55, Sub No. 575X, decided October 14, served

October 25, 1999)

SOUTH CAROLINA - NORFOLK SOUTHERN - To abandon 1.26 miles of line between m.p. Z-42.6 at West Union and m.p. Z-43.86 at Walhalla, South Carolina. Effective November 26, 1999. (STB Docket No. AB-290, Sub No. 155X, decided October 18, served October 27, 1999)

NORTH DAKOTA - SOO LINE - To abandon 19.0 miles of line known as the Pollack Line between m.p. 342.0 near Wishek and m.p. 361.0 at the end of the line near Ashley, North Dakota. Effective November 26, 1999. (STB Docket No. AB-57, Sub No. 49X, decided October 19, served October 27, 1999)

MICHIGAN - GRAND TRUNK WESTERN RR - To abandon a 1.31 mile segment of the Dequindre Line between m.p. 1.77 and m.p. 0.46 in Detroit, Michigan. Final Decision by January 28, 2000. (STB Docket No. AB-31, Sub No. 36X, decided October 21, served November 1, 1999)

WISCONSIN - FOX VALLEY & WESTERN LTD - To abandon a 26.64 mile line known as the West Bend-Eden Line, from m.p. 114.42 south of West Bend to m.p. 139.06 in Eden, Wisconsin. Included are the stations of West Bend, BR Siding, Kewaskum and Campbellsport. (STB Docket No. Final decision by January 28, 2000, decided October 21, served November 1, 1999)

ARKANSAS RAIL NEWS

EUREKA SPRINGS TRAIN FOR SALE

(Eureka Springs) - After nearly 20 years of running excursions along the old right of way of the Missouri & North Arkansas out of Eureka Springs, the Eureka Springs & North Arkansas Railway is for sale. Owner Bob Dortch is asking \$1.75 million. Dortch said he's selling because of health reasons. According to the listing agent, Gene Bland of Mountain Country Properties Better Homes and Gardens, the property includes 285 acres of land, all rolling stock including dining cars and locomotives (a 4-page list), track, repair vehicles, a turntable plus a

building on North Main and a spring used for water for steam.

The last run occurred the end of October. For more information, contact Gene Bland via email at genebland@realtor.com. *(Via Tom Lewis of Houston, Texas, Gene Hull, and Bob Oswald)*

ARKANSAS & MISSOURI RAILROAD

(Springdale) - The Arkansas & Missouri Railroad is expected to earn more than \$25 million by 2005, according to President Larry Bouchet, which would make it jump from a Class 3 to a Class 2 railroad. The

road has 50 employees and 24 locomotives and runs from Monet, Missouri to Fort Smith, Arkansas along the former BNSF (Frisco). They have more than 130 customers and hauled 23,000 freight cars last year (about 92,000 truckloads). They haul about 700 cars of grain each month. Tyson Food uses the railroad to obtain most of its grain.

A&M's locomotives are washed every Sunday and the brass bells are shined, a tradition started by once-President J. Hannold.

GENERAL RAIL NEWS

E-COMMERCE HELPS RAILROADS

In an October 18, 1999 article in the *Dallas Morning News*, Robert Krebs, CEO of BNSF, said electronic commerce was a boon to railroads. As an example, he said Amazon.com, which sells books online (of which my web site, trainweather.com, is an associate), uses UPS to ship those books to customers and it just so happens that UPS is BNSF's biggest customer. *(Via Dan Barr)*

RAILTEX SOLD

RailAmerica announced October 14 that it will acquire RailTex, Inc, creating the world's largest short line freight railroad operator with expected first year revenues of

about \$450 million. RailAmerica will own or have interests in 51 railroads operating over 12,500 miles of track in the U.S., Canada, Chile, Mexico and Australia. *(Transport News)*

CROSSING LAWSUITS

The Supreme Court agree to hear a case to clarify when railroads can be sued over inadequate warning devices at rail crossings. Norfolk Southern Railway argues that federal law pre-empts state court lawsuits if a crossing sign was financed with federal money.

CUMBRES & TOLTEC

(Chama, New Mexico) - The Cumbres & Toltec Scenic Railroad Commission voted October 19 to terminate the 15-year lease of railroad operator George Bartholomew and seek bids from other companies to operate the narrow-gauge line from Chama to Antonio, Colorado. They claim the current owner didn't keep the equipment or track up to par. The line carried 60,332 passenger last season. *(Albuquerque Journal, October 20, 1999)*

UNION PACIFIC'S LAST CALENDAR?

Union Pacific's commemorative 2000 calendar may be the company's last. After more than 80 years of sending out and

selling calendars to customers, employees, retirees, and shareholders, Dick Davidson, CEO, said UP is considering whether to continue this 80-plus year tradition in 2001. The company prints more than 400,000 copies (except 50,000 more this year because of all the classic photos included). (UP news release)

November 6, 1855 - 68 engineers from 13 states and 45 railroads meet in Baltimore to organize the National Association of the Brotherhood of Locomotive Engineers of the United States, forming the country's first railroad union.

BURNED TOWN

(*Outlook, Montana*) - The small town of Outlook, Montana was almost entirely destroyed by fire started by a Dakota Missouri Valley and Western Railroad grain train on October 31. As many as 24 homes were destroyed by fire, three major businesses, four grain elevators and parts of several farmsteads. The train itself sits on the edge of town with one of its engines destroyed by the fire. The fire was fanned by 76 mph winds. The population of Outlook is 150. The railroad's loss was \$750,000. A bar and some churches were spared. (*Billings Gazette, November 3, 1999*)

UP RENUMBERING MOST LOCOMOTIVES

Union Pacific will begin renumbering most if not all of its locomotives before the end of 1999. This will take over 2 years. The reasons are: 1) UP has more than 7200 locomotives numbered in a 9999-unit UP number system and cannot exceed these 4 digits since 5-digit numbers are not useable in various computer systems; 2) UP has many "overlaps" in road numbers from UP, SP/SSW and CNW units; 3) UP is acquiring over 1,000 new SD70M's that need new numbers. (*UP Employee News*)

AMTRAK NEWS

168 MPH ACELA

(*Rhode Island*) - Amtrak's new but delayed Acela high-speed train completed a successful test on October 11 over its Northeast Corridor line through Rhode Island. It attained a speed of 168 mph, a record speed for North America for a passenger train on regular track. (*USA Today, October 12 via Dan Barr*)

COAST STARLIGHT/TRUCK

(*Salinas, California*) - On Thursday, November 4, Amtrak's *Coast Starlight* derailed after hitting a tractor-trailer loaded with pallets at a grade crossing in Salinas. Only minor injuries occurred with no extensive equipment damage. Among the sleepers was #33072, the Arkansas.

AMTRAK REVENUES SET RECORD

Amtrak revenues set a record in FY99, totaling \$1.84 billion. This was up 7 percent from 1998. This means that Amtrak is on course for operational self-sufficiency by 2003. Total ridership in 1999 was 21,508,700, up 2 percent from the year before. Amtrak operates 22,000 miles of rail system, serving 500 communities in 45 states. (*Amtrak press release*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

PUBLIC EXCURSIONS IN ARKANSAS - ARKANSAS & MISSOURI RAILROAD (800-687-8600)

- Runs vintage passenger cars using ALCO locomotives between Springdale and Van Buren, Arkansas and between Springdale and Purdy, Missouri over former Frisco tracks through the beautiful Boston Mountains, going through tunnels and over high trestles. Web address:

<http://www.arkansasmissouri-rr.com> and their email address is: arkmo@ipa.net

WHITE RIVER SCENIC RAILROAD (888-311-6224) - Runs along the famous Missouri Pacific White River

line (now the Missouri and Northern Arkansas) through the beautiful Arkansas Ozarks.

Web Site: <http://www.trainfun.com> email them at: wrsr@southshore.com

EUREKA SPRINGS AND NORTH ARKANSAS RAILWAY (501-253-9623) in Eureka Springs, Arkansas runs steam excursions along a two mile track along the former Missouri & North Arkansas Railroad right of way. It runs through October 30 on Mondays through Saturdays.

DURANGO, COLORADO - The Durango & Silverton continues to do very well in the

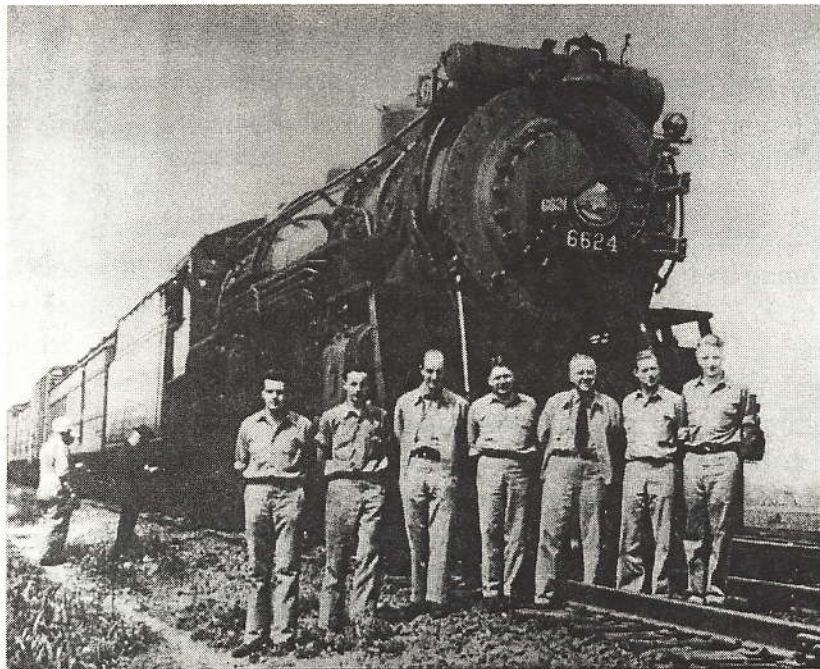
excursion business between Durango and Silverton, Colorado. Want to ride? Write Durango & Silverton Narrow Gauge Railroad, 479 Main Ave, Durango CO 81301 or call 970-247-2733. Trains run May through October. Cost is \$53 roundtrip per adult or \$88 if you ride the parlor car.

MEXICO - Copper Canyon Limited on the Chihuahua Pacific Railway - For information and tickets, call Mexican-American Railway, 800-659-7602 or 281-872-0190.

MORE ON NOVEMBER COVER PHOTO

TROOP MOVEMENTS

by: John A. Mills



The photo of MoPac 4-6-2 Pacific No. 6624 on the cover of the November 1999 *Arkansas Railroader* causes me to recall a significant chapter of railroad history which took place in Arkansas.

After World War II was underway a few months, the US Government discovered it needed additional railroad equipment for troop movements. Most overnight sleeping car routes of less than 200 miles were terminated for the duration of the war. This freed up hundreds of Pullman cars for troop transport. Also, the railroads pulled off retirement and scrap lines every piece of rolling stock that "could turn a wheel," made necessary repairs and placed them into service. Lounge and Parlor car service was greatly reduced. MoPac's beautiful Spanish Lounge Observation cars became "auxiliary" dining cars, operating next to the kitchen end of regular dining cars.

It was either 1940 or 41 that Allied Railway Equipment Company of Chicago had been testing a "high speed" truck for use under Express-Box cars. A series of these tests were run on the MoPac main double track line between Little Rock and Bald Knob, Arkansas. No. 6624 was the assigned power for this train. A boxcar with a special designed floor, which included glass covered spaces for viewing the trucks and the moving parts as the train moved along at speeds in excess of 90 mph, was tested.

My father, lead machinist of the North Little Rock roundhouse at the time, would come home every night and advise me how fast the test train had run that day. The trucks received the trade name "Allied Full Cushion" and played a large roll in the war effort in turned out. The government placed orders with car builders for 1,209 troop sleepers and 400 kitchen cars, most of which were built by American Car Foundry at St. Charles, Missouri in 1942 and 1943. All these cars were glorified boxcars with somewhat improved collision posts and the interiors of the sleepers were equipped with triple high bunks running cross-ways of the car with an isle down one side of the cars. When operated in regular scheduled trains, the railroads always attempted to operate the cars at the rear of the trains to avoid regular passengers passing through these "cattle cars" as the troops referred to them. However, on occasion, to avoid switching in route, these cars would find themselves in the revenue portion of the train. The cars would sleep thirty (30) service personnel.

After the war, many of these cars became Express-Boxcars or "Maintenance of Way Sleeper" and in most cases the "Allied Full Cushion" trucks were replaced with regular freight car trucks as the original trucks were "rough riding" and expensive to maintain.

SANTA'S DELIVERY SCHEDULE



I. There are approximately two billion children (persons under 18) in the world. However, since Santa does not visit children of Muslim, Hindu, Jewish or Buddhist religions, this reduces the workload for Christmas night to 15% of the total, or 378 million (according to the Population Reference Bureau). At an average (census) rate of 3.5 children per house hold, that comes to 108 million homes, presuming that there is at least one good child in each.

II. Santa has about 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 967.7 visits per second. This is to say that for each Christian household with a good child, Santa has around 1/1000th of a second to park the sleigh, hop out, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat

whatever snacks have been left for him, get back up the chimney, jump into the sleigh and get on to the next house. Assuming that each of these 108 million stops is evenly distributed around the earth (which, of course, we know to be false, but will accept for the purposes of our calculations), we are now talking about 0.78 miles per household; a total trip of 75.5 million miles, not counting bathroom stops or breaks. This means Santa's sleigh is moving at 650 miles per second --- 3,000 times the speed of sound. For purposes of comparison, the fastest man-made vehicle, the Ulysses space probe, moves at a poky 27.4 miles per second, and a conventional reindeer can run (at best) 15 miles per hour.

III. The payload of the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium sized Lego set (two pounds), the sleigh is carrying over 500 thousand tons, not counting Santa himself. On land, a conventional reindeer can pull no more than 300 pounds. Even granting that the "flying" reindeer could pull ten times the normal amount, the job can't be done with eight or even nine of them --- Santa would need 360,000 of them. This increases the payload, not counting the weight of the sleigh, another 54,000 tons, or roughly seven times the weight of the Queen Elizabeth (the ship, not the monarch).

IV. 600,000 tons traveling at 650 miles per second creates enormous air resistance --- this would heat up the reindeer in the same fashion as a spacecraft re-entering the earth's atmosphere. The lead pair of reindeer would absorb 14.3 quintillion joules of energy per second each. In short, they would burst into flames almost instantaneously, exposing the reindeer behind them and creating deafening sonic booms in their wake.

The entire reindeer team would be vaporized within 4.26 thousandths of a second, or right about the time Santa reached the fifth house on his trip. Not that it matters, however, since Santa, as a result of accelerating from a dead stop 650 m.p.s. in .001 seconds, would be subjected to centrifugal forces of 17,500 g's. A 250 pound Santa (which seems ludicrously slim) would be pinned to the back of the sleigh by 4,315,015 pounds of force, instantly crushing his bones and organs and reducing him to a quivering blob of pink goo.

V. Therefore, if Santa did exist, he's dead now.

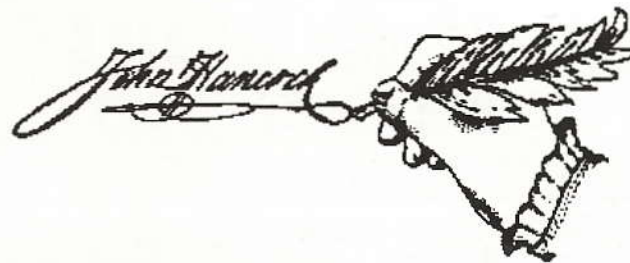


THE OP "FIST"

by: Gene Hull

In the days when trains were operated under the control of train orders, there was a great deal of pride and skill required by the train dispatcher, telegraph operator, and the train-engine crews. Many of the operators developed a special skill in penmanship. It was not unusual for a dispatcher to require an operator to prepare as many as eight copies of an order.


This was no simple task, when it is considered the orders were written on very fragile tissue paper with a sheet of carbon paper under each sheet. The order sheets often had a tendency to "creep," especially if the operator was rushed. The proper writing instrument was a pencil-like shaft with a steel nib having a small round ball on the end.



An order was only as good as its legibility. Because of pride in their work, many of the operators practiced to improve their ability to produce a written order that was a thing of beauty as well as utilitarian. The handwriting assumed a flowing rhythm of styles, and became known as than "op fist," as easily recognizable as a signature.

In August and September 1931, the RAILROAD MAN'S MAGAZINE conducted a nationwide contest to perpetuate the art of telegraphic penmanship among operators. The winner was Miss Isabelle Lowry, a "brass pounder" for the Great Northern Railway at Armington, Montana. There were many hundreds of entrants from the United States and Canada. Miss. Lowry's winning example of rapid, flowing penmanship is included with this story. There also is an example of the more ordinary train order. The difference is obvious. This one was submitted by Edward Chamberlain, a locomotive engineer on the St. Louis, Iron Mountain & Southern between Argenta and Poplar bluff. The division superintendent's initials are shown just above Chamberlain's signature. The date was 1888.

As railroading has "improved" we have lost a great deal. Trains are operated by "traffic lights" and a radio, much skill has been lost, very little judgement is personally required, train orders and accurate watches are gone. The train will arrive when it gets there. A decent "crummy" is a thing of the past.

What a H- - L of a way to run a railroad. 

Arkansas Railroader

The distinct Success Of the new Railroad
Man's Magazine is due to its Complete
and exclusive Presentation Of the quick
drama and high romance Of railroading

The winner by Miss. Isabelle Lowry, operator on Great Northern.

FORM No. 34

The Missouri Pacific Railway Co.

TRAIN ORDER

No. 31 White Sulphur Springs 1888

Train Orders must not be delivered to nor accepted by Conductors and Engineers until they are signed, repeated back to dispatching office and O K with correct time and name of Operator receiving, put on them. Conductors and Engineers in person are required to read aloud and sign all orders addressed to them in presence of the Operator, without exception. Operators must keep a supply of this form on hand and use them for train orders only.

Eng 3720 Wm. H. Smith
On
Eng 372 has until 10 o'clock
PM to run to Harville
and return to Paplar
Bluff regardless of all
regular trains avoiding
Extra South Eng 425

12 H 7 9
Chamberlain

31 OK 114 AM H 7 9 31 OK 1157 AM
Silverthorn H 7 9

Compare this with the example shown above.

The Kansas and Colorado Pacific Railway Company

Termini: From a point 2,486 feet west of U.P. crossing at Salina (joining the rails of The Missouri Pacific Railway Company in Kansas) to east line of Ness County (joining the rails of the D.M. & A. Ry. - See No. 5), and from H.B. connection with main line at Hoisington to end of track at Great Bend.

~~Color on accompanying map - Carmines Nos. 28 and 29.~~

The road was built by The Missouri Pacific Railway Company and operated by that company by virtue of stock ownership.

This company was consolidated with others forming The K. & C.P. Ry. Co., December 27, 1890, and January 10, 1891.

5. Denver, Memphis and Atlantic Railway:

This company was originally incorporated under the general railroad laws of Kansas as the "Denver, Memphis and Atlantic Narrow Gauge Railway" by articles of association filed in the office of the Secretary of State of Kansas, October 11, 1883. By amendments to the Charter, filed November 17, 1884, and February 2, February 8 and November 26, 1886, the name was changed to "Denver, Memphis and Atlantic Railway," which constructed the line from east line of Ness County to the Kansas-Colorado state line (Western Division) and from Chetopa to Larned with a branch from Caney, Kansas, to the Kansas-Indian Territory line (Eastern Division), completing the various sections on the dates shown below:

Western Division

From	To	Date Completed	Miles
East Line Ness Co.	Horace	10- 1-87	124.72
Horace	State Line	12-15-87	13.80
			<u>138.52</u>

Termini: From east line of Ness County (joining the rails of The K. & C. R.R. Co.) to Kansas-Colorado state line (joining the rails of The P. & S.L. R.R. Co. ~~See Map 5, page 10.~~)

~~Color on accompanying map - Violet, No. 30.~~

Eastern Division

Chetopa	Sedan	2- 2-87	66.23
Belle Plaine	Neola	2-14-87	82.89
Sedan	Cedarvale	5- 3-87	22.06
Neola	Stafford	5- 3-87	7.77
Cedarvale	Belle Plaine	8-10-87	56.99
Stafford	Larned	8-10-87	36.55
Caney Spur Jct.	State Line	5- 1-88	1.52
			<u>274.01</u>

Total Mileage of D. M. & A. Ry. 412.53

II. THE KANSAS AND COLORADO PACIFIC RAILWAY COMPANY

1. The Council Grove, Osage City and Ottawa Railway Company:

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, January 13, 1886. It constructed the line of road from Ottawa Junction to M.K. & T. crossing at Council Grove, Kansas, completing the various sections as follows:

From	To	Date Completed	Miles
Ottawa	Vassar	9-25-86	20.47
Vassar	Osage City	9-27-86	11.21
Osage City	Elm Creek	10-25-86	10.00
Elm Creek	Admire City	10-31-86	5.38
Admire City	Council Grove	11-30-86	22.47
Total			69.53

Termini: From a point 2,126 feet west of A.T. & S.F. crossing at Ottawa (joining the rails of the St.L.K. & A. Ry.) ~~See page 8~~ to center of M.K. & T. crossing at Council Grove (joining the rails of the T.S. & W. Ry. - See No. 2).

~~Follow on accompanying map - Canine, No. 24.~~

The line was built by The Missouri Pacific Railway Company and operated by that company by virtue of stock ownership.

This company was consolidated with others forming The K. & C.P. Ry. Co., December 27, 1890, and January 10, 1891.

2. Topeka, Salina and Western Railroad Company:

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, November 23, 1880. It constructed the line of road from Council Grove to the west line of Dickinson County, Kansas, completing same as follows:

From	To	Date Completed	Miles
Council Grove Spur		10-16-85	0.48
Council Grove	Wilsey	10-16-85	11.91
Wilsey	Hope	11-16-85	22.88
Hope	West Line Dickinson Co.	1- 2-86	16.46
Total			51.73

Termini: From center of M.K. & T. crossing at Council Grove (joining the rails of The C.G.O.C. & O. Ry.) to west line of Dickinson County (joining the rails of The Mo.Pac. Ry. in Kans. - See No. 3), and from H.B. on main line at Council Grove to M.K. & T. right of way line.

The Kansas and Colorado Pacific Railway Company

The line was built by The Missouri Pacific Railway Company and operated by that company by virtue of stock ownership.

This company was consolidated with others forming The K. & C.P. Ry. Co., December 27, 1890, and January 10, 1891.

3. The Missouri Pacific Railway Company in Kansas:

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, September 17, 1885. It constructed line of road from the west line of Dickinson County to Salina, completing the same on the dates shown below:

From	To	Date Completed	Miles
West Line Dickinson Co.	Chico	1-2-86	6.00
Chico	Salina	5-23-86	13.42
Total			19.42

Termini: From Saline-Dickinson County Line (joining the rails of the T.S. & W. Ry.) to a point 2,486 feet west of center of Union Pacific Railway crossing at Salina, Kansas (joining the rails of The K. & C. R.R. Co. -

~~See No. 27~~

~~Color on accompanying map - Violet; No. 27.~~

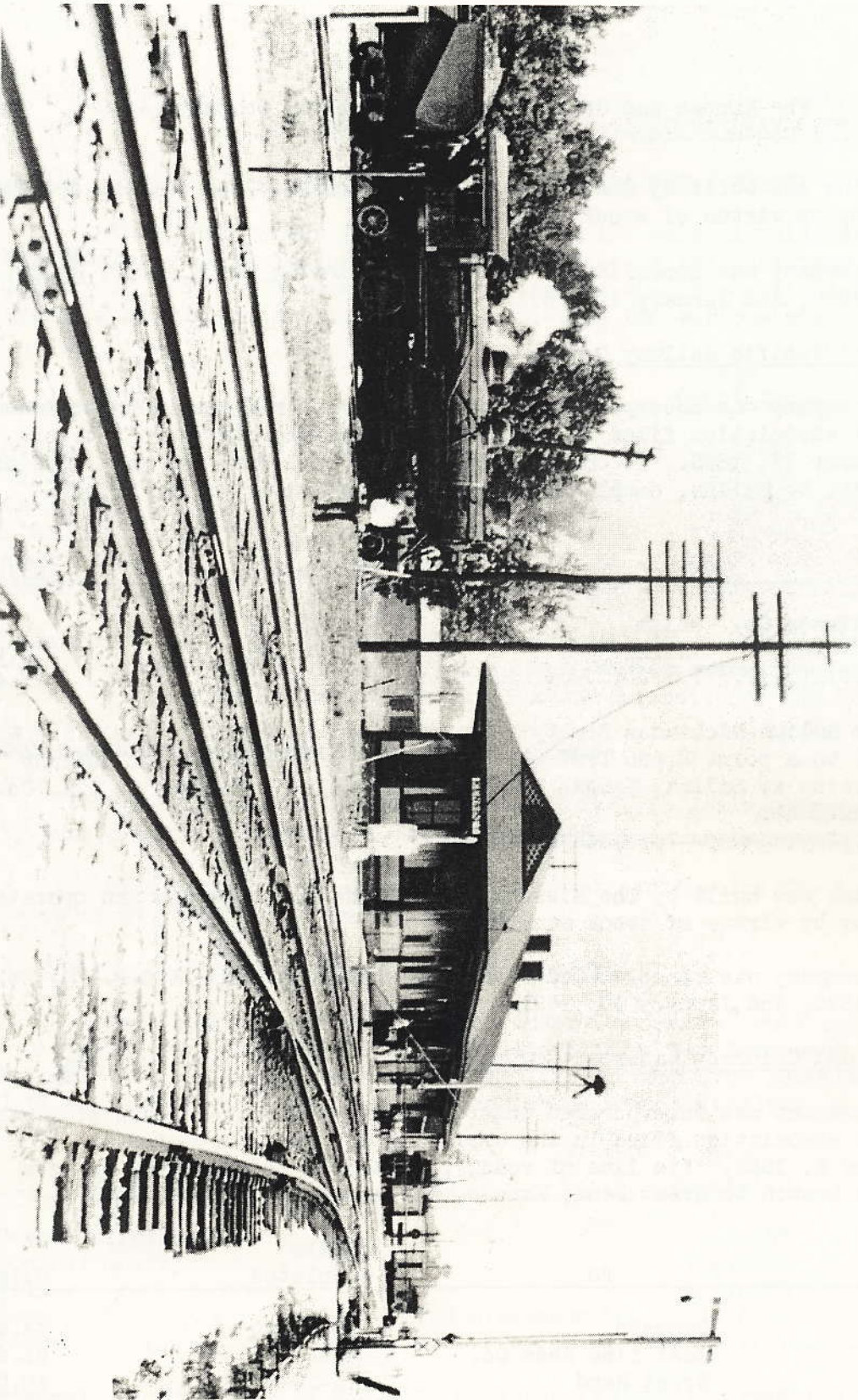
The line was built by The Missouri Pacific Railway Company and operated by that company by virtue of stock ownership.

This company was consolidated with others forming The K. & C.P. Ry. Co., December 27, 1890, and January 10, 1891.

4. The Kansas and Colorado Railroad Company:

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, January 6, 1883. Its line of road, from Salina to east line of Ness County, with a branch to Great Bend, Kansas, was completed as follows:

From	To	Date Completed	Miles
Salina	Geneseo	10-25-86	44.40
Geneseo	East Line Ness Co.	2-21-87	81.61
Hoisington	Great Bend	3-10-87	10.01
Total			136.02



A MISSOURI & NORTH ARKANSAS train headed by engine #36 prepares to cross the Missouri Pacific main line at Kenseit, Arkansas in 1932. Notice the Doniphan, Kenseit & Searcy (DK&S) freight with caboose to the right of the Kenseit depot and the old "hi-ball" signal on the pole to the right of the tracks. (Photo taken by William Moneypeny in 1932, as stated by Mike Adams. Collection of Ken Ziegenbein, bought from Glenn Toler)