



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



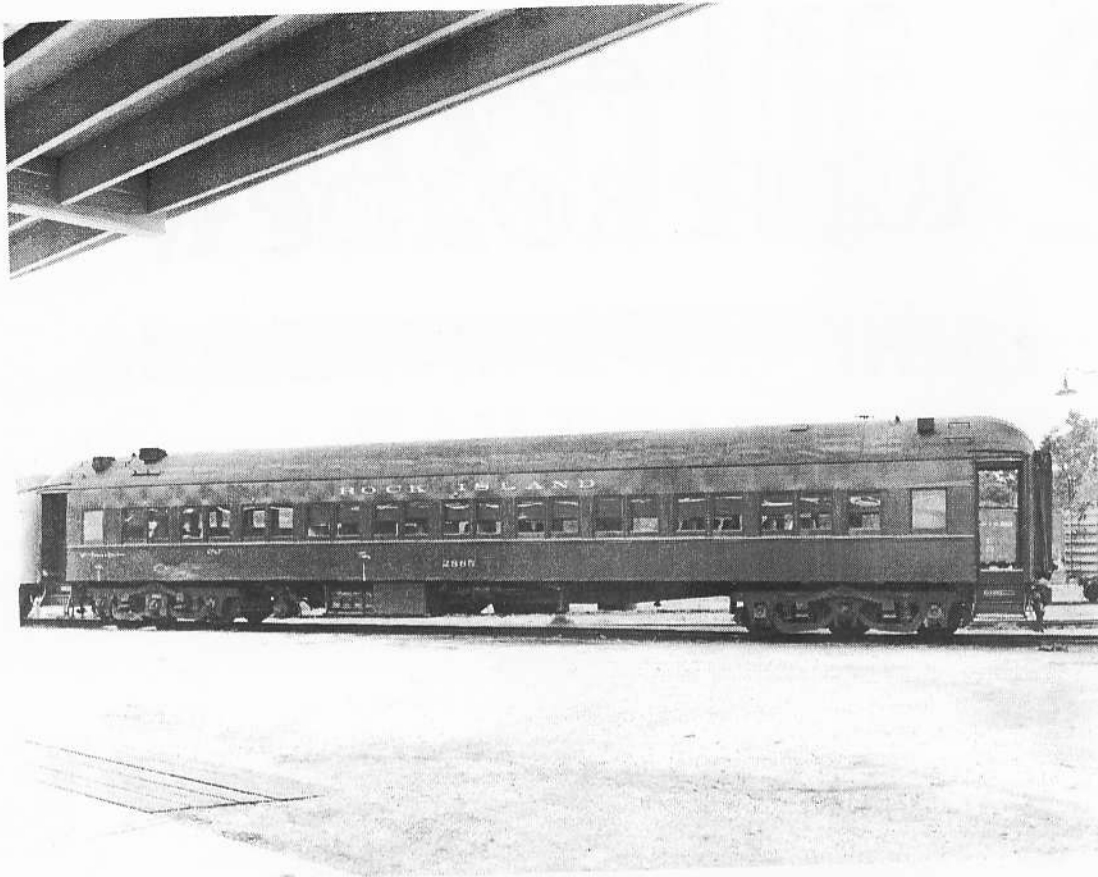
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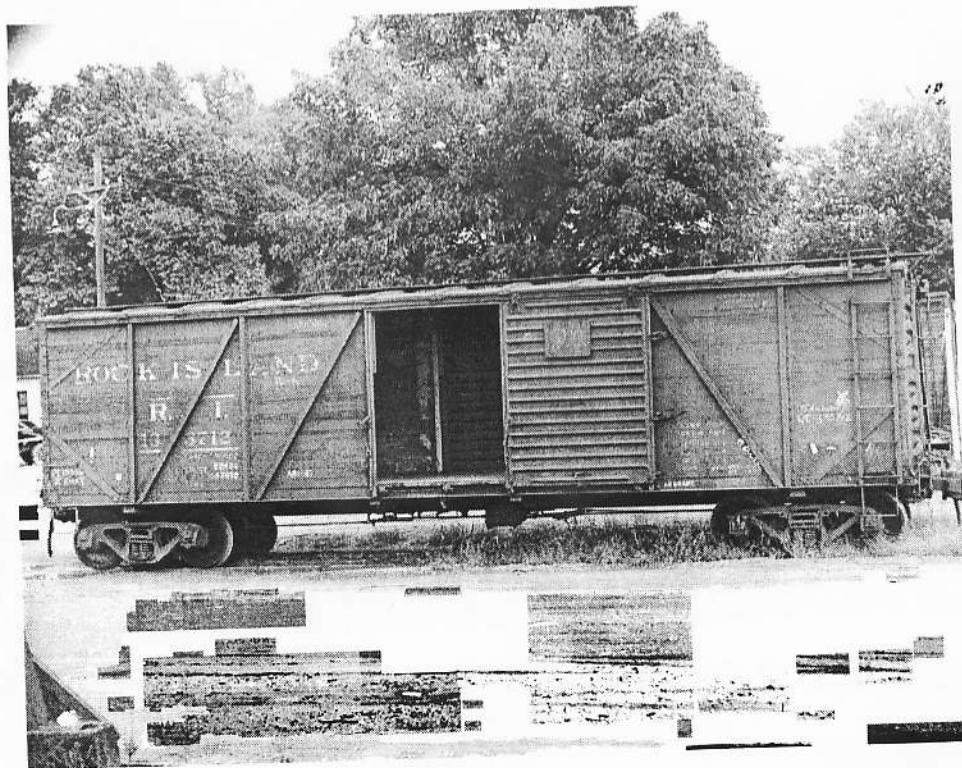
SANTA FE DEPOT in Shawnee, Oklahoma as seen in this 1985 photo by Gene Hull. Gene wants to know when it was built and what it is used for now? Why was the “castle” design chosen? Write to him at: Gene Hull, 3507 East Washington #31, North Little Rock AR 72114 or call him at 501-945-7386.

The Eastern Oklahoma Railroad was chartered 24 July 1899 and built 184 miles of track south from Newkirk, Indian Territory (near the Kansas border), through Shawnee to Pauls Valley on the north-south Santa Fe main line. It was built to tap the farm business east of the main line. The Santa Fe furnished the money for the construction and held a mortgage on the EO. Service began 1 July 1903, at which time the road was leased to the Santa Fe for 25 years. It then became part of the Santa Fe system. *(Gene Hull story and photo)*





Rock Island coach #2865 at the Little Rock Choctaw Depot, June 26, 1949. Photo was taken in connection with a fatal injury when a car hit the coach at a crossing in Junction City, Arkansas the day before.



A Rock Island boxcar taken at Ruston, Louisiana, August 16, 1949 in connection with an injury to a brakeman. The brakeman had attempted to board the car using the ladder on the right side. (Photos from the L. T. Walker collection of Rock Island accident report photos)

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 next meeting of the Arkansas Railroad Club will be on SUNDAY, FEBRUARY 14, 2 p.m. at our usual meeting place, the Mercantile Bank on Main Street in North Little Rock, right across the Arkansas River from Little Rock. The February program will be given by PETER SMYKLA, JR and will be his various rail slides he took in 1998. Refreshments will be served as usual and the public is invited. There will also be Board of Directors Meeting starting around 1 p.m.

Looking ahead to March, Gene Hull is to give a program on the Galloping Goose and other narrow gauge treats of Colorado and New Mexico.

OUR SYMPATHIES go to LEONARD SHERMAN, who lost his wife December 27.

MEMBER NEWS - Tammy Hodkin and her daughter Brandy recently went to Miami Florida to participate in the Orange Bowl Parade along with others from North Little Rock High School. Sounds like they had an excellent time (look at all the snow and ice they missed in Arkansas!)

NEW FAX NUMBER - The Arkansas Railroad Club now has a new fax number. I've decided to get a dedicated line for the fax machine, so now when you send a fax, you'll get a fax signal instead of having to wait for the answering machine. The new number is: 501-758-4301. This would be a great way of sending news items.

2000 CALENDAR PHOTOS WANTED - We are now accepting Arkansas railroad-related photographs for our year 2000 calendar. They can be color or black and white, 3 1/2" x 5" or larger. Only photos accepted - if you have slides, please have a print made and then send us the print. Photos can be of any era, past or present. Please send to our address: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Please have the pictures in by April 15. Thanks.

CLUB ACTIVITIES 1998 - Here are some of the activities we did as a group in 1998: Visited the Walden Too Railroad of Ron Esserman in May; had a profitable Show & Sale in June, run by Walter Walker and Bill Pollard; visited Peter Smykla's Paperton Junction Southern RR in September and had an excursion; had an excursion on the Arkansas & Missouri Railroad from Van Buren to Winslow in November; reached the break even point in the sale of

the book "Railroad Stations and Trains Through Arkansas and the Southwest" by Gene Hull and Tom Shook; signed a contract to republish Gene Hull's book "Shortline Railroads of Arkansas); published 12 monthly issues of the "Arkansas Railroader" newsletter; had many excellent monthly programs, signed up by John Hodkin; acquired Echol Hille's collection of train orders; rented office space for storage of many archived items acquired owned by the Arkansas Railroad Club; had the annual Christmas party; enhanced our Web Internet site (<http://www.trainweather.com>), which now has many "hits" per month.

1999 NRHS EXCURSIONS PLANNED - Here are the planned train excursions for the 1999 NRHS convention in Sacramento, California, June 21-26: Tuesday, June 22 - Special Amtrak train over BNSF Sacramento-Stockton-Richmond utilizing former Western Pacific tracks and BNSF track via scenic Franklin Canyon to Richmond. Wednesday, June 23 - UP steam trip behind #844 from Sacramento to Tehama and return via Marysville and Chico. Thursday, June 24 - Amtrak special Sacramento-Oakland via Martinez, ferry to San Francisco with time for cable car rides, return by former Western Pacific through Altamont Pass and Niles Canyon. Friday, June 25 - All day seminars on railroading and time to visit the California State Railroad Museum. Saturday, June 26 - UP steam trip Sacramento-Keddie and return via the Feather River Canyon behind #3985. Trips on the Yolo Short Line (former Sacramento Northern) are also planned as well as the already-announced McCloud River Railroad trip Tuesday, June 22 using steam engines 18 and 25.

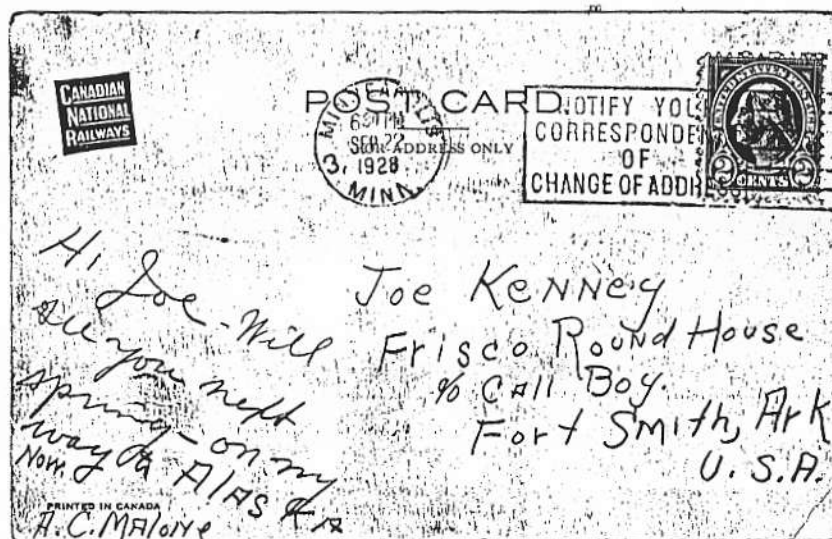
Convention registrants will have first call on reservations. Details from NRHS/R&LHS Convention, PO Box 8289, San Jose CA 95155-8289. (*NRHS News online*)

REGARDING JANUARY'S COVER showing Rock Island's streamlined *Twin Cities Rocket*, Mike Adams wrote on January 7 that he rode this train from Des Moines, Iowa to Kansas City and return in the summer of 1940. Quoting Mike: "I was a Sergeant in the regular army stationed at Fort Des Moines and was sent on government business from there to the Army-Navy General Hospital at Hot Springs. I was routed by the Quartermaster via Rock Island to Kansas City and Missouri Pacific to Hot Springs and back.

"My first trip on a lightweight streamlined train, but about all I can remember is that it was a good comfortable trip. I was escorting a badly injured cavalry trooper to ANGH and was pretty busy going down but relaxed coming back. The MoP part of the trip was via the KC Coffeyville Van Buren -Little Rock-Hot Springs setup and was Pullman from KC to Hot Springs and back to KC.

"This was a long time ago and I have ridden quite a few miles since but have always remembered this one."

MIKE ADAM'S STORY in the December 1998 *Railroader* about call-boys on the railroads sparked Bill Bailey to send in this photocopy of a Canadian National 1928 postcard, which showed that call boys, in addition to calling train crews, also delivered mail in the railyard. Thanks Bill.



FEBRUARY BIRTHDAYS - EDWARD L BUBNIAK (2/01); GEORGE H CLIPPERT (2/02); GEORGE D BELL (2/03); WILLIAM A TREADWAY III (2/07); FRANK A BROOKS, JR (2/07); ALVIN "BOOMER" SIMPKINS (2/08); WILLIAM H ELDRIDGE (2/10); PAUL E OTTENS (2/10); ROBERT C OSWALD (2/12); GLORIA J GOSS (2/15); GARY McCULLAH (2/17); FAY JEAN ROYCE (2/21); CARL W LANCASTER (2/27).

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 LEASE - Alco locomotives of the Arkansas & Missouri Railroad. If you'd like to rent one or more, contact the Arkansas & Missouri Railroad, 306 East Emma Ave, Springdale AR 72764, 501-751-8600 or 800-687-8600, email: arkmo@ipa.net.

WANTED - The Steam Department of the Illinois Railway Museum pressure tested the boiler on GNA #26 in early December to see if the locomotive can be rebuilt. The locomotive needs all its exterior woodwork replaced as much of the woodwork is missing. They need information on the cab woodwork, the cab windows, cab doors and any drawings, pictures or diagrams of this locomotive. They are willing to pay costs of reproduction. If you can help, contact Jim Opolony at jopolony@hotmail.com. or write to: Steam Department, Illinois Central Museum, PO Box 427, Union IL 60180.

WANTED - Will purchase or trade train orders from various railroads - worldwide - and employee timetables. Dr. Edward Metz, PO Box 523, Crawford NE 69339, 303-665-1546.

WANTED - Help restoring Boston & Maine steam engine #3713, a 4-6-2. You can help by ordering "The 3713 Boston & Maine" theme song cassette for \$9.95 postpaid. Send checks to: Locomotive Restoration Fund, Lackawanna & Wyoming Valley Railway Historical Society, PO Box 3452, Scranton PA 18505-0452.

FOR SALE - PULLMAN CHINA, limited edition reproduction of the Indian Tree Pattern, made by the original manufacturer, Syracuse China. Cost for 5-piece basic place setting \$79; full place setting, which includes the basic plus breakfast and bread & butter plates \$109; coffee mug \$8.95. Postage is \$18 for the first place setting, \$10 for each additional setting. Postage cost per mug \$6.50. Order from Washington DC Chapter NRHS - Pullman China, c/o Henry Bielstein, 13425 Reid Circle, Ft Washington MD 20744-6522.

WANTED - Standard gauge hand car. Advise price, condition and location. Peter Smykla, PO Box 1892, Pine Bluff AR 71613 or call 870-535-4724.

FOR SALE - Amtrak's 1999 wall-hanging calendar with a watercolor of the *Texas Eagle* in Fort Worth on the front. Price is \$6 for one, \$10 for two, \$14 for three and down to \$2.25 if you buy 26 or more. Make

checks to Amtrak and mail orders to Amtrak Calendar, PO Box 7717, Itasca IL 60143.

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. 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 816-695-4433.

FOR SALE - James R. Fair's new 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. James Fair is and has been an Arkansas Railroad Club member for years.

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.

- OHIO - CINCINNATI SOUTHERN RAILWAY** - To abandon a 1.2 mile line between Stations 722+19 and Stations 71+111 in Cincinnati, Ohio. Effective January 21, 1999. (STB Docket No. AB-290, Sub No. 187X, decided December 15, served December 22, 1998)
- MINNESOTA - SOO LINE** - To abandon about 1.18 miles of the West Duluth Line between m.p. 464.25 and m.p. 465.43 in West Duluth, Minnesota. Effective January 23, 1999. (STB Docket No. AB-57, Sub No. 44X, decided December 17, served December 24, 1998)
- KANSAS - KANSAS SOUTHWESTERN RAILWAY LLC** - To abandon 64.27 miles of line in the Iuka Branch between m.p. 609.97 at Olcott and m.p. 630.13 at Iuka, and a portion of the Stafford Branch between m.p. 610.0 at Olcott and m.p. 654.11 at Radium, Kansas. Effective January 27, 1999. (STB Docket No. AB-437, Sub No. 2X, decided December 14, served December 28, 1998)
- IOWA - UNION PACIFIC** - To abandon 25.25 miles of line known as the Royal Branch from m.p. 477.10 near Laurens to the end of the line at m.p. 502.35 near Royal, Iowa. Stations included are Rossie and Royal. Final decision by March 29, 1999. (STB Docket No. AB-33, Sub No. 130X, decided December 21, served December 29, 1998)
- TEXAS - UNION PACIFIC** - To possibly abandon the line between 136.47 near South St. Marys Street to the end of the line at m.p. 138.63 near Durango Street in San Antonio, Texas, a distance of 2.16 miles. This is on the Austin Subdivision and known as the "Old MKT Main Line." The Texas State Historical Commission has identified Bridge No. 137.5 (steel girder underpass, Nogalitos Street, San Antonio) as eligible for listing in the National Register of Historic Places). Comment due date January 25, 1999, date available to public December 23, 1998. (STB Docket No. AB-33, Sub No. 128X, served December 23, 1998)
- WISCONSIN - FOX VALLEY & WESTERN LTD.** - To abandon a 10.7 mile line known as the Manawa-Scandinavia Line from m.p. 50.3 near Manawa to the end of line at m.p. 61.0 in Scandinavia, Wisconsin. Included is the station of Scandinavia. Final decision by March 10, 1999. (STB Docket No. AB-402, Sub No. 6X, decided December 21, served December 30, 1998)
- TEXAS - UNION PACIFIC** - To abandon the Brownsville Branch from m.p. 197.90 near Naranjo Road to m.p. 205.04 near East Van Buren Street, a distance of 7.14 miles, in Brownsville, Texas. Final decision by April 2, 1999. (STB Docket No. AB-33, Sub No. 131X, decided December 18, served December 31, 1998)
- INDIANA - CSX** - To abandon 0.35 miles of line between m.p. LQ-189.65 and m.p. LQ-190.00 in Cloverdale, Indiana. Effective February 14, 1999. (STB Docket No. AB-55, Sub No. 570X, decided January 11, served January 15, 1999)

ARKANSAS RAIL NEWS

CHOCTAW DEPOT TO BE PART OF CLINTON LIBRARY

(Little Rock) - The former Rock Island Choctaw Depot at 1010 East 3rd Street in east Little Rock, now a nightclub and formerly a Spaghetti Warehouse, has been taken by the city of Little Rock to house the offices of the new Clinton Presidential

Library. An Absolute Auction, where everything needs to be sold, was to be held January 21st. Auction equipment consisted of mostly sound, lighting equipment, pool tables, neon signs, mirrors, barber poles, video games, etc, now being used by the Edge Night Club. Nothing listed seemed to be railroad related, except an old Railway

Express sign. For future records, the auctioneer was Brad H. Wooley, Little Rock, 501-868-4877. The ad in the January 10, 1999 *Democrat-Gazette* said **everything** was to be sold that day, regardless of price. (Although some may question using an old historical depot for this purpose, at least it appears to be

preserving the station - there was some talk of tearing it down earlier when the land was acquired for the Clinton Library). *(Thanks to Naomi Hull for bringing the ad to the January 10 meeting)*

JENKS SHOPS NEWS

(North Little Rock) - John Jones reported that Union Pacific's Jenks Shops in North Little Rock overhauled 297 locomotives in

1998 and expect to do 427 in 1999. He also stated that UP will enforce a no-smoking policy on all its facilities and equipment beginning February 1.

RAIL/TRAIL USE

(Hope) - The Surface Transportation Board agreed to give the City of Hope's Director of Parks, Recreation and Tourism

until July 3, 1999 to negotiate interim trail use of Kansas City Southern's abandoned line from milepost 4.00 at Hope to milepost 46.78 at the Arkansas-Louisiana border (42.78 miles). KCS has agreed to continue negotiating before taking up the rails. *(STB Docket No. AB-103, Sub No. 11X, decided January 5, 1999)*

GENERAL RAIL NEWS

OPERATION LIFESAVER FACTS

Here are some facts about railroad/highway crossing accidents that should heighten motorists' awareness of the dangers of trying to beat a train:

1) You are 40 times more likely to die in a collision with a train than in a collision with another car.

2) About every 100 minutes in the U.S. a train collides with a car or person (or a better way of saying it: a car or person fails to yield the lawful right of way).

3) Trains can take up to 1.5 miles to stop.

In a twist, Union Pacific crews are now notifying drivers who narrowly escape crossing collisions. In the "Near Hit" program, engineers try to jot down the car's license plate number, phone it in to UP Police, who in turn mails the car's owner a letter citing the close call and urging greater care in the future.

OKLAHOMA TO BUY TRACK

The Transportation Commission of Oklahoma set aside \$2.6 million to buy BNSF tracks from Guthrie to Fairmont. Interested parties will have two years to establish an excursion train on the route, otherwise the state will sell back the line to BNSF. Oklahoma owns 860 miles of track, much of it bought in the early 1980s when the Rock Island went bankrupt. The 860 miles is 22 percent of all tracks in Oklahoma. The state makes \$3.5 million a year leasing their tracks. *(Tulsa World, December 8, 1998)*

GUTHRIE DEPOT SAVED?

(Guthrie, Oklahoma) - The old Rock

Island depot in Guthrie (410 S Division) was to be razed in January for a new Sonic Drive-In restaurant. However, Sonic said that they will NOT build on the site. In fact, Sonic plans to give money to help restore the depot. When Sonic originally wanted to build on the site, residents started to boycott their other Guthrie establishment and write letters to preservation experts. It paid off, and Sonic now will match up to \$75,000 save the depot. Donations are being received at Save Our Depot Foundation, PO Box 1122, Guthrie OK 73044. The depot was built in 1900 by the Choctaw, Oklahoma and Western Railroad. Eaton Feed Co. was using it in latter years. It was vacant since 1978. *(Daily Oklahoman, January 8, 1999)*

UNION PACIFIC MAKES HAY

(Oklahoma) - The UP brought 60 cars of hay to drought-stricken Oklahoma farmers in December. They delivered it to Durant and Chickasha. About 170 farmers qualified for the hay. The operation, with trucks also bring in hay, was called "Operation Haylift." *(St. Louis Post-Dispatch, December 8)*

LAST REDEVELOPMENT?

(Kansas City) - At the beginning of this century, many of America's large train stations were built, including Kansas City's Union Station. Now, at the end of the century, they are being rebuilt. In October, New York dedicated a refurbished Grand Central Terminal after a \$200 million facelift. And in December, Kansas City's \$200 million refurbished Union Station was

scheduled to open. Kansas City's endeavor may signal the end of what railroad station historian Janet Greenstein Porter terms the "golden age of re-using these buildings. Union Station is rounding out the last of the big station renovations." Other redeveloped stations include St. Louis, Nashville, Washington DC and Philadelphia. The whole renovation movement has been called the "second golden age of huge railroad stations."

The first station golden age was from 1890 to 1920, when most of the large stations were built. The second period was from 1980 to 2000. Of the remaining colossal stations still not renovated, none show signs of joining the movement. They include: Buffalo, Detroit, Oakland, and Denver. *(Kansas City Star, December 10)*

According to a news release from Kansas City Southern, the average cost of a new freight car jumped almost \$10,000 from 1996 to 1997, now costing \$63,069 each.

LEAD DUMPED

(Crawford County, Missouri) - The BNSF agreed to pay \$19 million in damages for dumping lead residue near a creek in Crawford County, in western Arkansas. A federal indictment was issued against a BNSF employee who was responsible for concealing laboratory results that showed excessive lead along a railroad siding near Cherryville, Missouri. It was alleged that dumps were made from 1992 through June 1994. From 1968 to the mid 1990s, rail cars that were used in lead mines were cleaned on the Cherryville siding. *(St Louis Post-*

Dispatch, December 12, 1998)

MANY CALLS

Union Pacific's National Customer Service Center in St. Louis handled over 500,000 calls in November, most being answered in 15 seconds or less. (UP Update)

HIGHWAY COLLISIONS DOWN

The Federal Railroad Administration said that the number of highway-rail collisions during the first nine months of 1998 was down 9.8% compared with 1997.

WESTINGHOUSE TO CUT JOBS

Westinghouse Air Brakes said January 6 that it was cutting about 200 jobs as it consolidates facilities.

UP RECORD

(Kansas City) - Union Pacific's Kansas City terminal set a new record in train processing by handling 100 trains on December 29. Just two years ago, this terminal was only processing 50 trains a day. Union Pacific also has received Thank Yous from officials in Oklahoma and Kansas for helping haul hay for farmers and for UP's improved service during the grain harvest. They got a letter from U.S. Senator Sam Brownback from Kansas on the improved service.

SABOTAGE ON GERMAN RAILS

German fighter jets are guarding the country's railways after blackmailers threatened to sabotage train operations and lines. They are asking \$6 million in ransom.

TUCUMCARI TERMINAL MAY CLOSE

(Tucumcari, New Mexico) - Union Pacific is weighing its options and talk is they will close their Tucumcari terminal operations and move them to Vaughn, 102 miles

southwest. Tucumcari officials say UP is one of the largest employers in the city. Many hotels and restaurants were host to UP's train crews over the years, and they would have to cut back or close. Seventy jobs would be lost. (Dallas Morning News via Dan Barr)

UP TO KEEP TEXAS ASSETS

To the dismay of some customers and rival railroads, the Surface Transportation Board declined to order Union Pacific to divest some of its Texas Gulf Coast assets in a ruling in late December. Some had wanted a neutral switching plan set in Houston and to give some of UP tracks to rival railroads, such as BNSF or KCS. Texas Railroad Commissioner Charles Matthews said, "It's just amazing in this time, when we are talking about deregulation and have deregulated every major industry in the country, that we still have one regulatory body and one industry who believe monopolies are the right way to go," he said. "And here the STB gives us back UP's argument, and that is that competition is bad and monopolies are good." (Dallas Morning News December 20, 1998 via Dan Barr)

TRAINS UNLIMITED TV SHOWS

From the Internet, I found the following list of the great *Trains Unlimited* shows on the History Channel: 1) Angles of Villains, 2) Atchison, Topeka & Santa Fe, 3) Built for Speed, 4) Grand Central Station, 5) Great Train Disasters, 6) Great Train Robberies, 7) Manhattan Gateway - the Death of a Legend, 8) Toy Trains, 9) Power and Speed - Diesel Trains, 10) Presidential Trains, 11) Railroad Police - From the Pinkertons to the Present, 12) Railway Marvel, 13) Steam Trains, 14) Stokin' the Fire, 15) The American Streamliner, 16) The Caboose, 17) The Circus Train, 18) The Engineers, 19) The Locomotive, 20) The New York Central - the Water Level

Route, 21) The Pullman Palace Cars, 22) Trains at War, 23) Trans Canadian Railway, 24) Urban Trains, 25) Wabash Cannonball, and 26) When Giants Roamed - The Golden Age of Steam.

FRANK SINATRA LOVED TRAINS

From the December 22, 1998 issue of the *Philadelphia Daily News* came the story that Frank Sinatra had a Lionel layout for years. Other celebrities who liked trains: Roy Rogers, Gene Autry, Tommy Dorsey, Paul Whitman, Arthur Godfrey, Gypsy Rose Lee and Sally Jessy Raphael.

UP'S NAP POLICY

Partly stemming from some Union Pacific accidents of a couple of years back possibly partially caused by fatigue, Union Pacific is trying out a nap policy at eight locations involving 3,700 employees. Participants reported taking an average of 3.4 naps during a 7-day work period with the average length of a nap 32.5 minutes. Train crews said they napped while their train was stopped waiting for other trains. They said they felt more alert, especially at night. The Southern Region of the UP was to implement the napping policy fully on January 15. (Union Pacific Update, January 4, 1999)

DEPOT BOUGHT

(Jackson, Mississippi) - The city of Jackson, Mississippi announced it had bought the old Illinois Central Station in downtown Jackson for \$500,000 from the Illinois Central Railroad on January 5. The city will spend \$13 million renovating it. Mayor Harvey Johnson said he hopes the move will help rejuvenate the entire old Main Street area of Jackson and the old King Edward Hotel across the street. The station will continue serving Amtrak's *City of New Orleans* twice a day. (MSNBC)

AMTRAK NEWS

ARDMORE STATION RENOVATION

(Ardmore, Oklahoma) - The city of Ardmore will spend \$1.2 million

renovating its downtown Santa Fe station for use when Amtrak returns in the spring of 1999. The project will take three years.

The remodeling will erase the old "Jim Crow" aspects of the building, which segregated whites and blacks in the early

days of this century.

Ardmore was named after Ardmore, Pennsylvania, which in turn was named after Ardmore-by-the-Sea, Ireland. The city was twice almost wiped out, the first time in 1895 when a livery fire burned 82 businesses, and again in 1915 when a railroad worker hammering on top of a tank car filled with gasoline set off a giant explosion that wrecked downtown, killing 42 people. The tops of buildings were blown off.

North of Ardmore, in Purcell, they will have to make a temporary stop for Amtrak's return, since they tore down their depot when the *Texas Chief* left in 1979.

TEXAS EAGLE DERAILS IN TEXAS

(Arlington, Texas) - The westbound *Texas Eagle*, No. 21, derailed in Arlington, Texas December 21, about 8 p.m. The same train killed a woman who was trespassing on the rail line outside of Dallas previously the same day. Fifteen of the 199 on board were injured slightly. Three units and 6 of 10 cars came off the track at milepost 230, 16 miles west of Dallas. Engines 60/313 derailed upright, engine 377-baggage dorm

39041-sleeper 32014 all derailed on side-diner 38031-lounge 33034-smoker 31530 derailed upright in line. Others stayed on track, including cars 34024-35005-34061 and sleeper 32039. Apparently, a freight train earlier had reported rough track in that area, as did Amtrak's #22, the northbound *Eagle* a few hours before. That engineer apparently tried to relay his report, but could not get through.

The engine's "black box" event recorder said the train was going 36 mph, well below the 60 mph limit. The automatic braking system had activated, but not by the engineer. Also, it was not clear if the same crew that had hit the pedestrian stayed on duty. Later reports had the cause as a kink in the welded rail, but nothing definite. (Dallas Morning News, December 21 and Houston Chronicle, December 21 sent in by Dan Barr of Houston)

During World War II, a 10% tax was placed on railroad passenger tickets, which was used to help finance the war. After WWII the tax stayed on and even increased to 15% by President Eisenhower in the early

1950's. This new tax was used for about 10 years to directly subsidize the interstate highway system.

NEW AMTRAK PRESIDENT

Amtrak's new President is 46-year old George Warrington, who had been acting president for a year. He's quoted as saying that Amtrak should not only survive, but thrive and attract new customers. He says Amtrak should attract more passengers with high speed trains in the Northeast Corridor, make Chicago a hub for nine medium-distance routes from there, work to bring high speed trains to Georgia, South Carolina, North Carolina and Virginia.

LONG TRAINS

Member Tom Shircliff said the southbound *Texas Eagle* of December 30 had two F-40 engines, a "Pepsi Can," baggage car, 10 Superliner cars and 17 Amtrak-type boxcars (counting engines, a total of 31 cars!). It left the station a little after 9 a.m.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

VARIOUS PLACES - Various times of year - Trains Unlimited offers many railfan tours across the country and the world. To get a colorful brochure, call 530-836-1745 or write Trains Unlimited, PO Box 1997, Portola CA 96122.



THE FAVORITE GIRL ON THE KATY WAS BORN AGAIN

by: Gene Hull

It was a cold, blustery day on 5 December 1915 in St. Louis. The TEXAS SPECIAL rolled out of town on her maiden run on the Katy (Missouri-Kansas-Texas) Railroad. The train was an effort to meet competition. The Missouri Pacific was introducing its premier train, the Sunshine Special, for service to Texas and the southwest. On the Katy their pet train was known as The Special.



This train was "special" to the many passengers, whether long distance or short hauls. They liked her for the many "extras" they got for their travel dollar. In the early mornings, before the dining car was open, passengers were presented hot doughnuts and a demi-tasse of coffee. After dinner there were cigarettes and mints. There were dining car

specials which were favorites - Katy chicken pie, and Katy kornettes, a Southern bread. In the lounge car at bedtime the passengers received a delicious red apple. During baseball season, the



latest scores were available daily. With breakfast in the diner there always was a newspaper. These, and many other "special" services, gave the Katy travelers great pleasure.

The SPECIAL was among the first trains in the Southwest to offer lounge cars to replace the open-ended observation cars. The regular passengers came to expect their favorite train to be first with the latest.

Even with the amenities, the SPECIAL could not compete with the Sunshine Special's schedule to points in Texas. The Missouri Pacific had a nearly direct route from St. Louis, across Arkansas and Texas to Laredo on the Mexican border. Convenient connections gave service to Dallas-Fort Worth, Houston-Galveston, as well as New Orleans and El Paso.

The Katy ran west from St. Louis into the southeast corner of Kansas at Parsons, then south across Oklahoma, to reach Ft. Worth-Dallas, San Antonio and Houston-Galveston. During World War I the United States Railroad Administration directed the Katy to make an agreement with the Frisco to operate the TEXAS SPECIAL over the more direct Frisco line from St. Louis to Vinita, Oklahoma, where it rolled back onto Katy rails, continuing on to Dallas and San Antonio, where connection was made with the Sunset Route of the Southern Pacific. After the war this route continued.

In 1946 there was evidence of the re-birth of the favorite girl on the Katy. Late in the year the railroad ordered 14 new passenger cars from Pullman-Standard to be delivered in 1947. These included a combination mail-baggage car; three air-conditioned chair cars with seating for 56 passengers each; one air-conditioned chair-lounge-buffet car; seven air-conditioned 14-roomette-4 bedroom sleeping

cars; one air-conditioned lounge-buffet-observation car; and one air-conditioned dining car seating 36. A duplicate set was ordered for the Frisco. These cars were to become the NEW streamlined TEXAS SPECIAL. Each train cost about \$2 million. Also, the new train would be powered by a two-unit, 4,000 horsepower, Electro-Motive Division "E" diesel electric locomotive.

On 16 May 1948, the SPECIAL maintained the reputation of being "special" to her passengers. It became the first diesel-powered streamlined all-bedroom train in regular service in the southwest. The train was as pretty as a young girl in a new dress. At 3:30 p.m. on 16 May it rolled out of San Antonio northbound. At 5:30 p.m. her counterpart left St. Louis southbound, reaching San Antonio at 1:30 p.m. the next day. The northbound train arrived at St. Louis at 11:30 a.m.

The old open-section sleepers with green plush seats and curtained upper and lower berths were gone. Now, each traveler enjoyed the privacy of an enclosed room with toilet and lavatory. Each sleeping car was 85 feet long, and mechanically-cooled water was available. The main car body was carpeted, while the remainder had synthetic rubber floor covering.

The sleeper-observation-lounge was 85 feet long with two bedrooms and a drawing room in addition to 21 seats in the observation end. Light lunches were served in the buffet. In the lounge there was a radio, and windows had venetian blinds.

In the 36-seat diner there was carpet on the floor, except the passageway had synthetic rubber flooring. At each end were murals of Texas scenes. The kitchen brought envy to every housewife on board. It was furnished in stainless steel to meet requirements of the U. S. Health Department. The range was an oil-burner, and there was a vegetable steam cooker, an egg boiler and many other fine facilities.

The 85-foot coach-lounge-buffet had 26 seats in the coach and 25 seats in the lounge. There was a radio and light lunches were served. There were a coffee urn, refrigerator and hot plate. The coach section, salons and passageways had sponge-rubber flooring.

Coaches were 85 feet long, in two sections - 40 seats in the large section and 16 in the other. Each car had "Sleepy Hollow" seats to provide maximum comfort. More than \$50,000 was spent in designing these seats.

The rear observation-lounge-sleeper had a Mars wig-wag signal light to provide protection from trains approaching from the rear while the SPECIAL was standing still. The entire train had electro-pneumatic brakes. The cars were built of high strength welded girder type low alloy steel, with fluted stainless steel sides. The cars had tight lock couplers, Waughmat twin cushion gears and automatic sanders.

In spite of the new features, regular fares were charged. Katy President Donald V. Fraser said, "The Katy has never charged an extra fare for superior service."

The SPECIAL got a bath every day, whether she needed it or not. That was no small job when it had to be finished in less than two hours. It was the responsibility of Car Foreman F. W. Stevens at San Antonio. The train arrived at 1:30 p.m., and as soon as the last passenger stepped down, the cleaners came in. They washed windows inside, vacuumed the upholstery, cleaned the floors and made all necessary adjustments on air-conditioning and electrical equipment.

While this was going on, the train was taken to the yards for a bath. The cleaning unit was designed by Car Foreman Stevens working with representatives of the Oakite Products Corp. Mechanical Clerk E. C. Willis; Coach Cleaner Foreman J. A. Bows; Assistant Car Foreman E. T. McGlasson; J. A. Gore, lead car man; and E. J. Balusek, car man, helped Stevens build the cleaning unit, mostly from

used materials. The unit gave the cars a bath in acid to cut the dirt, then two rinses with cold water. A combination of steam, water and compressed air removed dirt and grease. Pits under the train let the workers clean the trucks, undercarriages and machinery beneath the cars.

Testing devices were coupled to check steam and air lines, electromotive brakes, etc., while the bath was going on. At the same time, all brakeshoes were inspected. Special nozzles on the cleaning unit sent a spray of water and steam at a temperature of 112 degrees to clean the trucks and battery cases.

In less than an hour after the train arrived, it left the yards to the station, ready for northbound passengers.

Until 7 July 1948, the Bluebonnet ran from St. Louis to Dallas. On this date it was combined with the TEXAS SPECIAL out of Denison, Texas, and ran into Houston. Also, a chair car and a sleeper on the TEXAS SPECIAL were set out at Denison and picked up by the Bluebonnet Ft. Worth section.

One night in the early 1920's all conversation ceased aboard a Pullman sleeper on the SPECIAL. From the men's smoking room came a resonant voice, obviously uttering a prayer. Passengers in the other part of the car were curious, and afterward they questioned the porter.

"That's just Conductor Lueking and Dr. Truett having their evening devotional together," he said.



Dr. George W. Truett of Dallas was a well known Baptist leader. Whenever the churchman was a passenger on the SPECIAL, he and the conductor always had a moment of prayer. During Joe Leuking's 40 years as a

Pullman conductor he had prayed with many a passenger needing help with a problem.

Joe was born at Sedalia, Missouri, 27 September 1881, not far from the Katy tracks. In 1908 he went to St. Louis to get a railroad job. Instead, he went to work for the Pullman Co. becoming a conductor on the old "Homeseeker's Special" to the Rio Grande Valley of Texas.

In 1909, Joe came to the Katy as a Pullman conductor on the Katy Flyer. This train boasted of a Pullman "boiler" car, which was a regular sleeper with a small kitchen in one end. Here the porter cooked his meals from canned food on a oval, wood-burning stove. Joe said, "It wasn't fancy, but it tasted might good."

During the following years Joe had runs which terminated at San Antonio, Dallas, Ft. Worth, Columbia, Parsons and many other points. In places away from home he always found that people in churches were always friendly to strangers. He became well-known all along the Katy.

Many times when Joe found a passenger sipping from a bottle, he never said anything. He would go to the diner and fill his vacuum bottle with hot coffee. He would return to the lounge, sit down and pour himself a cup. The drinker usually began sniffing the aroma. Finally, Joe would offer a cup in exchange for a promise that the bottle would go back in the suitcase. Joe passed out many cups of coffee.



After 38 years on the Katy Joe retired 31 August 1948.

Soon after the new streamlined TEXAS SPECIAL went into service, several communities asked that the schedule be changed to provide more convenient arrivals

and departures. This required operation of a third set of equipment. This went into effect 19 September 1948.

Some passengers were asking for the old open-section sleeping accommodations! The decision was made to use standard Pullman cars along with the lightweight streamlined cars. A Katy lounge car was run on the SPECIAL every third day. Only roomettes and bedrooms were available in the lightweight cars. The use of standard equipment permitted the handling of special military personnel.

The standard equipment was put in the shop and painted to match the streamlined cars. A standard lounge and diner were included.

Another advertising feature was used for the TEXAS SPECIAL. Mr. C. D. Mitchell, of the Engineering Department of the Katy was an avid philatelist, and was secretary of the Greater St. Louis Stamp Club. For the inaugural run of the train, he arranged for the

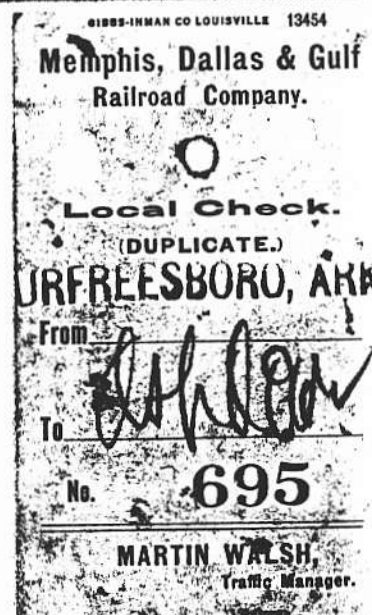
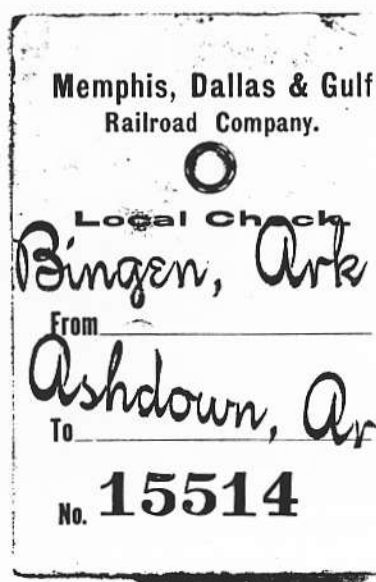
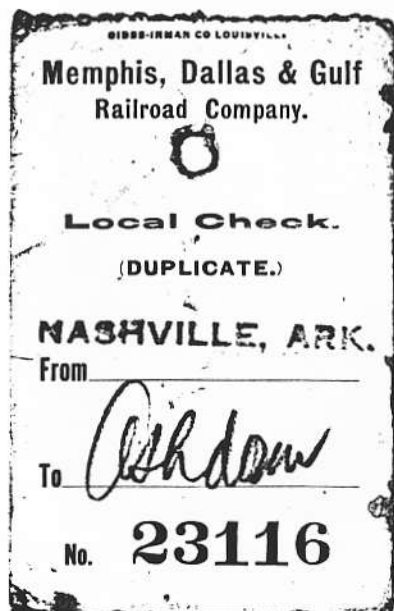
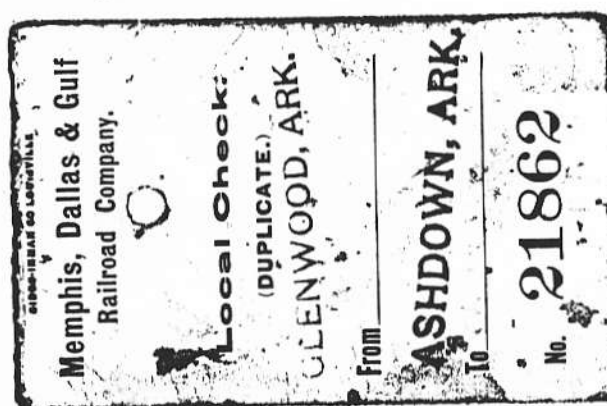


cancellation of cachets, or first day covers, on the Railway Post Office car.

Mitchell announced in stamp collector publications the cancellations would be available to those who requested them. More than 10,000 envelopes were canceled on the first run.

Yes, the TEXAS SPECIAL was the "favorite girl" for many years on the Katy. In January 1966 the Official Guide announced the Katy had "freight service only."

The SPECIAL was running only in history. ~~AMM~~



The baggage checks above were sent in by P. L. Moseley and are from the old Memphis, Dallas & Gulf Railroad before it was partially abandoned and then became the GN&A and later the Nashville Sub of the KCS. (Back in the mid 1970s, your editor visited Bingen, Arkansas - where the line had been taken up years ago - and it was a ghost town with old store fronts, quite an eerie site!).



The Newport, Arkansas Missouri Pacific depot was recently refurbished and is ready for use by local groups and the Chamber of Commerce. Amtrak's *Texas Eagle* passes this station, but does not stop here anymore. (John Jones photo - November 1998)

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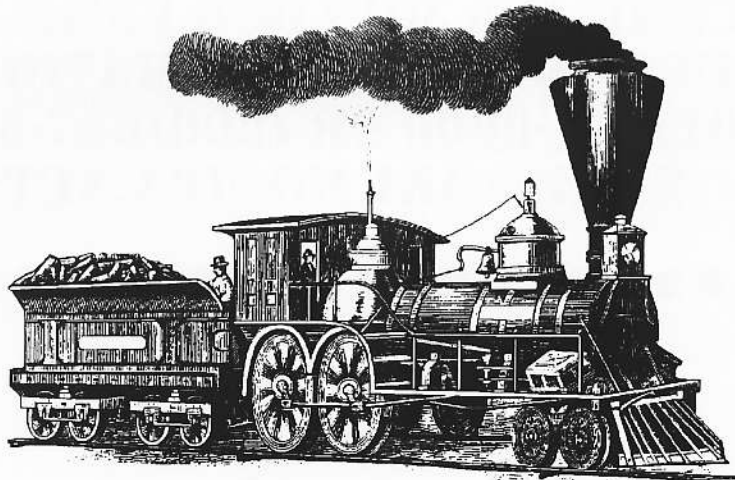
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Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.



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