

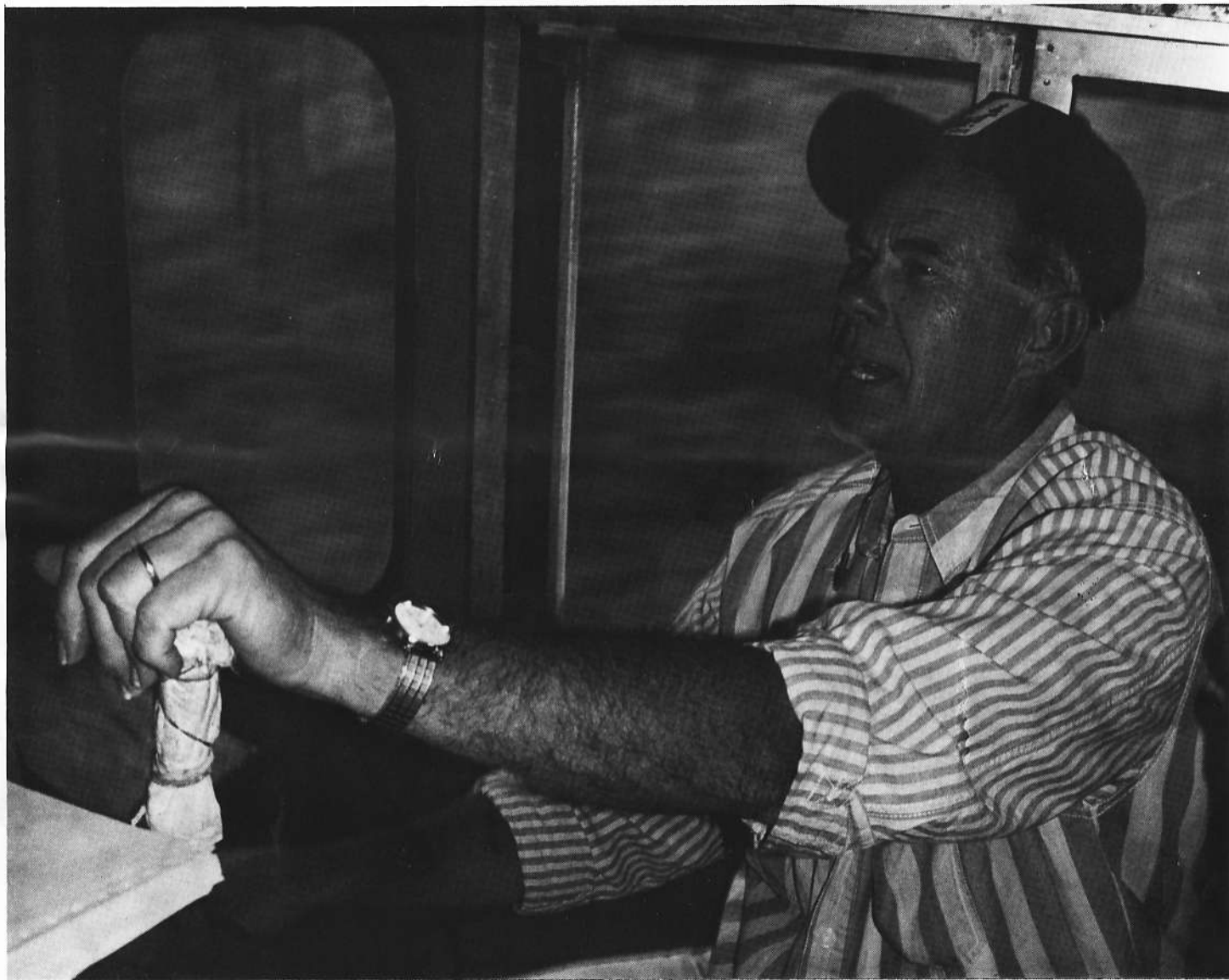


LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 26 NUMBER 1 JANUARY 1995



COVER - Southern Pacific engineer Robert C. Wadlington at the headend on an Operation Lifesaver special just north of Paragould, Arkansas on Thursday, November 18, 1994. This special consisted of two engines plus a caboose in the middle. Mr. Wadlington was involved in two fatal crossing accidents during his 26 years of service. *(Ken Ziegenbein photo)*



TOP - View of the SP Operation Lifesaver train as it began its southward movement back to Jonesboro from near Piggott on November 17, 1994. SP is a heavy promoter of the "Trooper On The Train" concept, where officers ride engines and ticket motorists if they ignore crossing signals. **BOTTOM** - Our club's friend Jim Johnson (remember him?) talking to a reporter aboard the special. Engine 7850 is seen outside the door of the caboose.

THE GREAT CIRCUS TRAIN

by: Dreat D. Younger

(Originally appeared in the winter 1991-92 Oak Leaves)

I've been trying to recall the details of my experience with the "circus train" but too many years have gone by since that day sometime in the late 1920s.

I believe in those days, engines #20 and #21 were the assigned engines for the passenger trains. The railroad kept these locomotives up in first-class condition. However, if one of them were backshopped for any reason, they would use engine #18 or #19, or one of the south-end locos.

I had worked north as news butch from Kensett, and I don't remember which loco was on the train. At Harrison (where the engines were exchanged) Bob Steel took over the cab for the run into Joplin, and he didn't get his regular engine. I believe he got #20 and he liked #21. I can't remember exactly, but whichever it was, it upset Bob no end. Maybe there was good reason for this. Although the engines looked the same, there was a slight difference. #21 had 21" X 26" cylinders and was a little heavier than #20 and had about four thousand pounds more traction effort. Both were 4-6-0 Baldwins, but #21 would carry 200 lbs. steam pressure to #20's 180 lbs. Lastly, for some reason, #20 would heat up in the pony trucks. I remember they made a couple of main line stops and oiled these trucks.

At Berryville, orders were handed to Bob to pick up six circus cars and take them to Neosho. Bob Steel, always a hothead, had the telegraph agent call the dispatcher, and objected - probably in very bad terms - but Bob picked up the cars anyway. This was when the conductor came back and asked me if I would go up to the front and help the fireman with the load. As I had been on some

student fireman runs and wanted to get on the extra-board, this was right up my alley. The fireman (I don't remember his name) was glad to get some help, and Bob Steel was just mad!

Se we moved out of Berryville and down through Freeman Junction and on towards the Kings River Bridge. The grade into Grandview was the first heavy upgrade and I was a bit nervous - the Kings River Canyon always scared the hell outta me for some reason.

Anyway, with the sanders wide open and two strong backs with weak minds heaving coal, we made it into Grandview. We had a little down grade before we hit the south tunnel grade, and we hit the tunnel grade wide open and popping steam. She never slipped once and over the top we went, zipping down the grade to Junction, below Eureka Springs. We pulled by and pushed the whole train back into Eureka Springs. Leaving Eureka, Bob told us to keep her full, as he was making a run for Seligman hill.

It didn't work out that way! Elk Ranch was just a flag-stop and we sucked all the trash in town after us when we screamed through, and then we screeched onto the White River Bridge and this was where old #20's pony trucks jumped the rails and hit the ties. We held on for dear life, not knowing whether Bob would get us stopped or not, before the engine went too.

We were lucky - the pony trucks were the only things to go, all else stayed in place. Bob Steel was on the whistle, calling for the section crew to come and re-rail us. This whole thing took only about thirty minutes, so re-railed, we were on our way again. Bob said, "Well, hell, we'll make that Seligman hill, so keep her hot!"

The fireman and I pulled coal down onto the apron so we could both shovel. He would throw one and then I would throw one. Injector was about half open as we stormed up Butler Creek Hollow. I do believe that we were blowing smoke about a mile high. Alas, to no avail! The grade finally beat us and #20 slipped. She couldn't regain her traction and we stopped. Steel called out the flagman north and south.

The fireman and I left the cab and started oiling old #20 in every joint. She was pretty dry in the reservoirs. We saw the conductor come up to the engine and we heard some loud words being exchanged between the conductor and Steel, but we knew better than to interfere or get involved, so we just minded out business and went ahead with our work. As the conductor left the engine, he told us that there would be a freight behind us in a few minutes, to push us on up the grade.

Before long, one of the fifty-class freight engines moved up against our rear car. Bob did release the air and call in the flags, but then he just sat there! Johnson Bar in the forward quadrant, throttle closed, making no effort to help move his train.

With a huff-huff, the fifty-class pushed us on up the hill and onto the right leg of the wye. Switches were thrown and Bob backed us into the Seligman station. As soon as we were clear, the freight rambled on its way to Neosho.

Grades were light and we had no problems the rest of the run into Neosho, where a switch engine set the circus cars off on a siding. The station agent came up to the engine with a clearance slip and told Steel that he didn't have

to stop at the Frisco track crossing, as we were running very late and the Frisco had no traffic in the block.

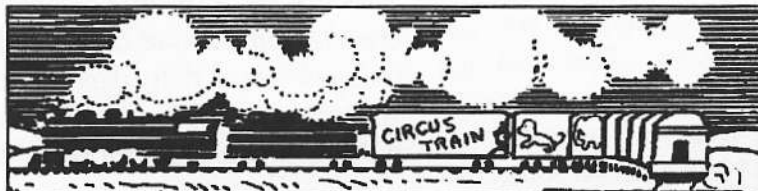
Bob told the fireman to "coal her up" as he was going to set a new speed record on the KCS tracks to Joplin. He took his watch out and held it in his hands. We were in Joplin seventeen-and-a-half minutes later!

There seemed to be more to all of this than we knew at the time. Our older brother Cleat overheard engineer Rose, the engineman on the freight, along with Tangle-eyes Clark, a brakeman, and some others, talking about the circus train.

Of course, being just a flunky fireman, I wasn't privy to reading the train orders, but from what Cleat overheard, the dispatcher was delaying the freight for just this reason - to help the passenger over the grades. Bob had ignored all of this and took off on his own. Also, he was supposed to wait at Beaver until the freight coupled us, and then we were to tackle Seligman Hill. Steel ignored this part of the order, too.

I rode this passenger back south the next morning and the only thing I overheard was the conductor telling the brakeman "if he pulls just one more stunt on this trip, I'll pull him off the engine and the fireman can take us in." Then the conductor said, "I should have pulled the air on him yesterday!"

In talking this over with old-timers, I believe that this was Bob Steel's last run for the M&NA. Anyway, that's how it was, the best I can remember. As I've often said - a story for every mile. ~~FOOD~~



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VICE-PRESIDENT - John C. Jones
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Little Rock AR 72212-1412
501-225-1952

HISTORIAN - R. W. McGuire
114 Rice St
Little Rock AR 72205
501-375-1738

BOARD- Fred Fillers '95
29009 Bandy Rd
Little Rock AR 72211-9739
501-821-2026

BOARD - Peter Smykla '96
2800 West 37th
Pine Bluff AR 71603
501-535-4724

BOARD - Tom Shircliff '97
129 Jessica Dr
Sherwood AR 72120-3429
501-834-4914

BOARD - John Hodkin, Jr. '98
506 Gordon St
N Little Rock AR R 72117
501-945-2128

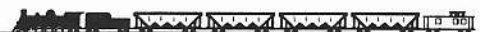
BOARD - Stanley Wozencraft '99
PO Box 1938
Little Rock AR 72203-1938
501-664-3301

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, JANUARY 8. The program will be given by our new V.P. JOHN C. JONES. It will be on the D&R Railroad. The meeting will start at 2 p.m.

Also, on JANUARY 1, we'll be having our annual all-day show&tell at the Twin City Bank, beginning around 8 a.m. Bring anything you have to share with the club. This is an informal affair and you come and go as you please.

Looking ahead, our February meeting will be given by Gene Hull. That show will be a group of 109 slides - a little of this and that, many random subjects taken over the past 40 years. Then in March, yours truly Ken Ziegenbein will show more homemade super-8



movies with sound, probably on Amtrak. I have bunches of old Blackhawk railroad movies I could show also. We'll see.

AWARDS GIVEN OUT - Several awards were given out at the December 10th Arkansas Railroad Club Christmas party, including: Recognition of 25-year NRHS members BILL POLLARD, JIM WAKEFIELD, DICK BYRD (not present), WALTER ADAMS (not present) and BOYD PYLE (not present).

Special presentations were given to: MATT RITCHIE, DICK DAVIS, BILL BAILEY and DICK BYRD (for being our treasurer for 25 years). Also, a special plaque was presented to GENE AND NAOMI HULL for their 25 years of help with the club and their 50th wedding anniversary. This last award was kept secret.

JAMES R. FAIR, club member from Austin, Texas, gave an interesting talk on the history of the L&A railroad and the three men who help put it together over the years.

No cameras were present - I had mine ready to come, but left it in the truck.

SYMPATHIES go to Sylvia Smykla on the death of her mother, LUCYLE McCAULEY in November.



DOCTOR JENNINGS, I PRESUME? - Barton Jennings, our former President, was awarded a Doctor of Philosophy in Logistics and Transportation December 18, 1994 from the University of Tennessee. (Does that mean he won't be chasing trains anymore?).

BOOK SIGNING - (Russellville) - On December 17, Gene Hull held a book signing at the Russellville Public Library on his and Bill Pollard's just-released *The Dardanelle & Russellville Railroad*. Naomi says the book is great. If you'd like a copy, send \$65.95 plus \$3.63 postage and tax to UCA Press, PO Box 4933, Conway AR 72035.



BILL CHURCH UPDATE - According to Naomi Hull, Bill Church's conditions haven't changed over the past few months. He still has trouble remembering at times and is still located at the Fort Roots Rehab Center in North Little Rock.

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 - Tall globe Cotton Belt lanterns. DARREL CASON, 501-541-3747 days, 501-536-1229 after 5 p.m.

FOR SALE - Two Missouri Pacific Railroad lanterns - no charcoal pan, they have been electrified. If anyone is interested, make an offer. KENNETH WHEATLY, 135 Central Ave, Hot Springs Nat Park AR 71901.

WANTED - Pictures, plans and track layouts for Little Rock's Union Station circa 1940s. I



am going to try to reproduce this station on my O-Gauge layout. CHARLES V. STEVENS, 2207 STOUT, SPRINGDALE AR 72762.

WANTED - Six door rollers for pre-1920 wooden box car restoration . Also need other hardware for one door. PETER SMYKLA, PO BOX 1892, PINE BLUFF AR 71613 or call 501-535-4724.

WANTED - Rock Island data, slides, photos, etc for computer database being put together by the Rock Island Technical Society in Kansas City. They want mainly pre-1965 data. If you have any information and want to be listed in this database, contact them at 8746 North Troost, Kansas City MO 64155, in care of David J. Engle.

ARKANSAS RAIL NEWS

DEPOT TO BE REFURBISHED - (Van Buren) - The Van Buren Frisco Depot, not used by the Chamber of Commerce, has been approved for a \$153,600 grant from the Arkansas Transportation Enhancement Program. Many of the bricks at the depot were made in Coffeyville, Kansas. Part of the money will also be used to refurbish the King Opera House. (*Southwest Times Record, Fort Smith, November 5*)

ANOTHER DEPOT REFURBISHED - (Hope) - The Missouri Pacific Hope depot is being renovated to be a museum and visitor's center. Many Coffeyville bricks facing the track at the depot are being removed and cleaned, to be replaced in the spring of 1995. This project will cost about \$511,000. (*Hope Star, Hope, November 10, 1994*)

STILL ANOTHER DEPOT - (Arkadelphia) - The City of Arkadelphia received \$140,000 from the Arkansas Transportation Enhancement Program to help renovate its Union Pacific (ne. MoP) depot. The funds were received in early November. The depot will be developed into a community center with a waiting area for Amtrak's *Texas Eagle*. These monies to renovate old stations, as well as other transportation projects, comes from the Intermodal Surface Transportation Efficiency Act (ISTEA) that passed Congress in 1991. These funds can only be used for projects such as this, not for highways. (Couldn't the Arkansas Railroad Club apply for one of these grants for some preserving effort?)(*Daily Siftings Herald, Arkadelphia, November 8, 1994*)

YEP - ANOTHER DEPOT - (Camden) - The old Missouri Pacific depot in Camden, vacant for many years, has received a grant from the Arkansas Highway Commission, amount unknown, for renovation. Main Street Camden director Jon Chadwell announced this grant, which the city has to match. Local historians, including Arkansas Railroad Club member Carl Barnes, have agreed to donate Civil War artifacts and railroad antiques once the depot is restored. Plans are to make it a small museum and meeting place. (See photo of this depot in a summer 1993 *Railroader*). Main Street Camden is accepting donations for this depot, with each donor getting his/her name in a brick to be used at the depot. If you'd like to donate, call 501-836-6426.

Camden News sports editor James Bechtelheimer noted that Camden had three depots at one time. The Rock Island was the first to go, then the Cotton Belt's. At one time, during the flood season, the only way to go north of Camden was by rail. Railroads would allow



cars to drive onto flatcars to be hauled over the river to Kent when roads were flooded. In the early 1950s and before, the stations were centers of activity where people would come to relax and see who was arriving and departing. (*Camden News, November 18, via Carl Barnes*)

GUESS WHAT? ANOTHER DEPOT RESTORED - (North Little Rock) - ISTEAF funds of \$215,616 were granted for restoration of the Rock Island Argenta depot in North Little Rock in mid November. (You'll remember that this was the depot that the Arkansas Railroad Club helped clear away trees and bushes from last spring). Funds will be administered by the Sherman Park Community Development Corp., which was formed to revitalize this part of North Little Rock. The depot will serve as an office for the group as well as other things. Mayor Pat Hays said title to the property should be no problem, since he thought the Rock Island gave the city a 99-year lease in the early 1980s. Also, the depot is in the middle of a North Little Rock street that was never officially closed, according to city records. So technically the depot probably belongs to the city anyway. (*The Times, North Little Rock, November 17 by Joan McCoy*)

Peeved about postal rates? The Pony Express charged \$5 an ounce! Riders had to be over 20, read the Bible and "Act like gentlemen."

-Cliff Merritt's UTU Scrapbook via Wayne Porter

RUN OVER BY TRAIN - (Atkins) - Michell Collins of Russellville was run over by three engines and 110 coal cars of a Union Pacific freight November 18 and simply walked away. Collins said that he had had a fight with his wife and was lying on the tracks when the train passed over him. He did not realize that the train was overhead until the last car had passed. The train was going at 50 mph when the engineer saw the man. He stopped the tracks and went back to see what had happened when the man got up and ran away, later to be captured by police. Although the man was uninjured, his cap was tattered. (*Petit Jean Country Headlight, Conway, November 23*)

DEPOT CHANGING HANDS - (Atkins) - The city of Atkins will give up its use of the MoPAC depot, but the Chamber of Commerce and People for a Better Atkins are slated to take over the facility. Although the city owns the depot, it paid Union Pacific \$700 in 1993 for lease of the land. (*Atkins Chronicle, Atkins, November 9*)

BN IN NORTHEAST ARKANSAS - (Blytheville) - The BN will likely expand its Blytheville's Tomlinson yard to nine tracks, the longest being 4,800 feet, sometimes in the next few years, according to Trainmaster Bill Mays. (*Mississippi Courier News, Blytheville, October 21*)

GURDON LIGHT ON NBC - (Gurdon) - In late October, NBC's *Unsolved Mysteries* filmed a segment in Gurdon and the Reader Railroad on the famous Gurdon Light, a mysterious light hovering above the railroad tracks north of Gurdon. Some people say its refraction of headlights from Interstate 30, but others say the light began in 1931, long before the highway was built. Some say it's the ghost lantern of a murdered Missouri Pacific engineer, who died in 1931. The show was broadcast December 14 (did anyone see it?) (*Daily Siftings Herald, Arkadelphia, October 21*)



TRAIN TO CALICO ROCK - (Calico Rock) - The Branson Scenic Railway ran a special train between Branson, Missouri and Calico Rock on October 25th. Nearly 170 passengers got off at Calico Rock and enjoyed the meal served there. The meal was served under a large tent where the depot once stood. Tickets from Branson were \$75, including the meals. Hopes for more trips were expressed. (*White River Current, Calico Rock, November 3*)



SANTA TRAIN - (Calico Rock) - The Missouri & Northern Arkansas Railroad ran a special "Santa Train" along the White River Route of the former Missouri Pacific on December 10th. It stopped in Calico Rock at 10:10 a.m. The MNA does this every year. (*White River Current, Calico Rock, December 1*)

LONOKE TO MOVE RAILROAD - (Lonoke) - After 18 months of waiting for the Pinsley Railroad to make a decision about the old Rock Island tracks and right-of-way through Lonoke, the Lonoke City Council decided on December 5 to exercise its right of eminent domain and instructed City Attorney Jerry Kelly to begin the process of condemning the property, including 100 feet on either side of the railroad as well as the property the depot is sitting on. Arkansas Midland (owned by Pinsley) ceased operations on this line over a year ago). Plans for the property include a biking trail where the Rock Island tracks are currently located.

Mayor Jack Wheat of Lonoke said the city made an offer of \$9,000 for the railroad property last June, but has not heard a response from Pinsley. John Levine, CEO of Pinsley, said he'd heard nothing from the city. Appraised values of the property was for \$38,000 (not \$9,000 the city wants to pay). Meetings were set the middle of December. (*Lonoke Democrat, Lonoke, December 7*)

BN HELPS CLEAN DITCH - (Blytheville) - The Burlington Northern contracted the cleanup of a garbage-filled ditch between Sawyer and Walls streets in Blytheville in late November. This ditch often flooded and overran the BN tracks with water. The city was beginning to do this, but the BN stepped in to hurry it along. Cost to BN was about \$12,000 and the city is thankful. (*Courier News, Blytheville, November 22*)

COMPANY TO PAY FOR ACCIDENT - (Fordyce) - On November 7, a federal judge ordered a Fordyce company (Triple B Wood Dealers) to pay \$1.7 million to Austin Ray Pierce, a former Cotton Belt engineer, and the Cotton Belt Railway. The Triple B was faulted for an accident where a Cotton Belt train hit one of their lowboy trailers carrying a bulldozer that had stalled on a crossing in Kingsland (home of Johnny Cash). This accident occurred in June 1992. The train's engine derailed, after causing the bulldozer to fly 80 feet in the air. Pierce, the engineer, was so seriously injured that he could no longer work as an engineer. (*Arkansas Democrat-Gazette, November 17, by Patricia Manson*)

GENERAL RAIL NEWS

AMERICAN ORIENT EXPRESS NOT CANCELLED - The train that runs from San Antonio to Branson through Arkansas apparently hasn't been cancelled. It made a trip the





OPERATION LIFESAVER IN PINE BLUFF - On Monday, November 14, Union Pacific's E-units #951 and 949 (one on each end) were the motive power as an Operation Lifesaver train hauled school children from Pine Bluff to near Hensley and return. Here the train is seen stopped in front of the former Union Station in Pine Bluff (now a museum). (*Panoramic print by Ken Ziegenbein - I got to ride in the dome "Challenger"*)





weekend of December 3 and 4th, leaving San Antonio 11:00 a.m. December 3, Austin 1:25 p.m., Temple 2:56 p.m., Fort Worth 5:40 p.m., Dallas 7:05 p.m., Longview 10:19 p.m., Little Rock 1:45 a.m., Newport 3:40 a.m., arriving Branson 10:15 a.m. December 4. Amtrak is contracted to run the train. They plan to run more frequently next year, since they now have a signed contract (according to Bill Eldridge). Also, this trainset has been leased out to Neiman Marcus Department stores, where it will tour the country as a rolling shopping center. It was to have been in Little Rock December 18 and stopped at the Excelsior Hotel weekend of December 3 and 4th, leaving San Antonio 11:00 a.m. December 3, Austin 1:25 p.m., Temple 2:56 p.m., Fort Worth 5:40 p.m., Dallas 7:05 p.m., Longview 10:19 p.m., Little Rock 1:45 a.m., Newport 3:40 a.m., arriving Branson 10:15 a.m. December 4. Amtrak is contracted to run the train. They plan to run more frequently next year, since they now have a signed contract (according to Bill Eldridge). Also, this trainset has been leased out to Neiman Marcus Department stores, where it will tour the country as a rolling shopping center. It was to have been in Little Rock December 18 and stopped at the Excelsior Hotel for shoppers to board, but plans changed.

From Bill Eldridge, here was the proposed 12-day schedule:

December 12 - Austin, Texas; December 13 - Midland, Texas; December 14 - Lubbock, Texas; December 15 - Amarillo, Texas; December 16 - Oklahoma City; December 17 - Tulsa; December 18 - Little Rock; December 19 - Longview, Texas; December 20 - Shreveport; December 21 - Baton Rouge; December 22 - New Orleans; December 23 - San Antonio, Texas.

PURPLE MARTIN TRAIN FOR SALE - (Lorah, Iowa) - The "Purple Martin Train" at Lorah, Iowa on the Audobon branch is for sale for \$750,000. This includes CB&Q 3007 (Pacific) and 29 passenger cars, including four UP 500 series modernized heavyweights. Owner Bob Kennedy wants to sell this collection, that accumulated over the years at Griggsville, Illinois, where aluminum Martin bird houses are made. The train was brought to Iowa a few years ago as a tourist attraction.

CB&Q's 3007 price is \$175,000 and cars are priced between \$14,000 and \$27,500 each. The UP observation car has been sold. There wasn't an address to write to regarding this sale. (*The Mixed Train, Volume XLII, No. 7, 1994-10*)

TYLER DEPOT TO BE RESTORED - (Tyler, Texas) - The Tyler Cotton Belt depot will be restored at a cost of \$327,646. Some of this money will come from ISTEAF funds, like the depots in Camden, Arkadelphia, Hope and Van Buren, Arkansas. (*Cotton Belt Star, December 1994*)

UNION PACIFIC WOULD SELL LINE - (Wichita, Kansas) - Union Pacific said it would be willing to sell its former OKT line from Herington, Kansas to Fort Worth, Texas to Southern Pacific to ease concerns that its unsolicited bid for the Santa Fe would be rejected by the ICC. The SP will oppose the proposed merger between Santa Fe and BN, the original merger idea. As of late November, UP has bid \$3.74 billion for the Santa Fe, BN "only" \$3.2 billion. (Should the Arkansas Railroad Club also bid??) (*The Herington Times, Herington, Kansas, November 10 via Jim Johnson*)

NEW EXCURSION LINE - (Abilene, Kansas) - The Abilene and Smoky Valley Railroad

made its inaugural run over the old 18-mile Rock Island tracks between Abilene and Woodbine, Kansas on November 5. Union Pacific gave this line to the group November 2. (*The Herington Times, November 10 via Jim Johnson*)

EXCURSION INSURANCE - A consortium of excursion operators called Eastern Excursion Group, Ltd. has been formed to acquire the \$200 million in liability insurance required by CSX. The Fort Wayne Railroad Historical Society said that with 50 or more operators eligible to join, the 1995 season looks more promising. (*Cinders, December 1994*)



TRACING RAIL SHIPMENTS - Union Pacific announced on November 11 that it has made an agreement between Union Pacific Technologies and the FNM Railroad of Mexico to have Car Location Messages (CLM) on rail shipments in Mexico. That means that the U.S. and Canada now have access to the whereabouts of rail shipments in Mexico, down to the individual car, every 20 minutes. (*Union Pacific*

press release)

SANTA FE/BN/UP POWER PLAYS - The struggle to merge with the Santa Fe is slowing the whole rail industry, according to the Wall Street Journal in late November. Investors are backing off rail companies because they seem to be fighting amongst themselves and may be losing customers in the process. At stake is the proposed \$3 billion takeover bid BN offered the Santa Fe. Union Pacific countered with \$3.3 billion. All three railroads are arguing among themselves, leaving new business to trucks. (How history repeats itself is amazing). (*Arkansas Democrat-Gazette, November 24 via Jonathan Royce*)



AMTRAK NEWS

AMTRAK CUT 21 PERCENT - At its December 14th board meeting, Amtrak's Board of Directors announced plans to cut back service nationwide about 21 percent in order to save an estimated \$173 million in fiscal year 1995 and \$360 million each year thereafter (a million a day??). About 5,500 jobs would be eliminated. Here are some of the proposed cutbacks:

FEBRUARY 1: Reduce frequency of the *Silver Star* to three times a week; reduce the *Silver Meteor* to four times a week (both these trains run from New York to Florida); reduce the Chicago-Seattle *Empire Builder* to four times a week west of St. Paul; reduce the Chicago to Los Angeles *Desert Wind* to three times a week; reduce the *Crescent* between New York and New Orleans to three times a week south of Atlanta. Amtrak announced that further frequency reductions were being planned later in 1995.

APRIL 1: Eliminate the following trains - *Hiawatha's* between Chicago and Milwaukee; *Pere Marquette* between Chicago and Grand Rapids; the *Capitols* between San Jose and Roseville, California; all St. Louis to Kansas City trains (*Mules*); Birmingham to Mobile trains; Detroit to Toledo trains; Detroit to Pontiac trains; Philadelphia to Atlantic City trains; Philadelphia to Harrisburg trains; Springfield to Boston trains; New York to Montreal trains.

The *Texas Eagle* and *Sunset Limited* were spared, as were the daily frequencies of the *City*



of New Orleans and other long-distance trains. However, another round of cuts will take place June 1 possibly.

The National Association of Railroad Passengers has always said Amtrak's figures were off and they were too gloomy in their 1995 and 1996 estimates. The Republican controlled Congress will probably seek to eliminate Amtrak's Federal monies altogether, so the future is not too bright. (It was thought that the *Eagle* was sure to go in this first round of cuts, but so far no long-distance train was cut).

Board member Robert Kiley said that Amtrak has to get away from government dependence, which may mean that "possibly Amtrak will not operate trains but will contract them out." Meanwhile, one of the budget-cutting measures being considered by the new Republican congress would eliminate the \$2.8 billion in Amtrak operating subsidies and Northeast Corridor grants over the next 5 years.

HELP SAVE OUR TRAINS - NARP has sent out a list of arguments that you could use to help the newly elected Congress keep some money flowing to Amtrak (as they surely will with questionable projects like the Denver Airport \$billion overrun, etc.). You may want to send some of these to: The President, The White House, Washington DC 20500; your Senator at U.S. Senate, Washington DC 20510; your Representative at U.S. House of Representatives, Washington DC 20515.

- **Loss of Amtrak trains would harm people's mobility.** Many smaller towns served by Amtrak are not served by airlines or busses.
- **Federal investment in Amtrak has fallen, while investment in highways and aviation has grown.** From 1982 to 1991, aviation spending was up 91%, highways up %25 percent and Amtrak down 36%. **NO MODE OF TRANSPORTATION CAN DO WITHOUT FEDERAL SUPPORT.**
- **Travel on Amtrak rose during nine straight years.** In 1991, Amtrak accounted for 6.3 billion passenger miles, up from 4.2 billion in 1982.
- **Use of Amtrak is greater than use of the pre-Amtrak rail system.** Amtrak's passenger miles in 1993 were 24% ABOVE the 5.0 billion passenger miles handled by private railroads in 1970 - when there were twice as many trains on a much larger route system.
- **Amtrak's coverage of operating costs from revenues has risen.** In 1983, Amtrak covered just 54% of its operating costs. Now its up to 79%.
- **Amtrak is energy efficient.** According to the Oak Ridge National Laboratory, Amtrak consumes just 54% of the energy per-passenger-mile that domestic airlines consume.
- **Amtrak is good for the environment.** One rail line can carry the equivalent of 16 highway lanes!
- **Amtrak is safe.** On a per-mile basis, motorists are 8 times more likely to be killed than Amtrak passengers. (Editor's personal note...more people were killed in that one commuter airline crash in Illinois in October than on Amtrak during its entire 25 year existence).
- **Amtrak workers and contractors pay taxes.** The taxes paid by Amtrak employees and contractors exceed Amtrak's Congressional funding.
- **Ride the train!!** Talk is cheap. Next time, take the train if possible.

WHERE HAVE ALL THE SUPERLINERS GONE? - Remember when our *Texas Eagle* went from daily to tri-weekly in November of 1993? Well, that freed up some Superliners for other routes, like the *City of New Orleans*. Now the first train east of Chicago has gotten Superliners. In late October, the *Capital Limited* went all Superliner, replacing the 40+ year old Heritage cars, which Amtrak got in 1970 from the private railroads. The AutoTrain will also get Superliners. Tunnels in the east have been enlarged to accommodate intermodal shipments on CSX and other roads, so Superliners are now feasible. ~~Not~~

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

Nothing received or noted this month. These are the doldrums of rail excursions or events. The ad below is from your editor's collection and relates to the MKT railroad, over which I rode November 5 between Houston and Smithville, Texas behind UP's E-units on the "Katy Flyer."



CATTLE sales brought about \$60,000,000 to Texas in 1936. Each year approximately two million head of cattle move to market. Pasture land in Texas equals the farm acreage of sixteen other states. Big as the cattle industry is, it is but one of big Texas' big industries. Income from other livestock, poultry and dairy products last year totaled over \$177,000,000. The 1936 cotton crop put more than \$217,000,000 in Texas pocketbooks; oil, \$450,000,000; fruits and vegetables, \$33,000,000.

Everything about Texas is big—particularly the scale on which Texas people do things. Texas people buy liberally. The millions they receive for their products they spend freely—for Texans enjoy life, know how to live well. Texas spells opportunity for American business—a new and growing market—that will justify the establishment of factories, distribution branches and warehouses. Metropolitan cities at focal points supply the agricultural and mineral areas with the goods they need, and serve them with banking and transportation support for their outgoing products. The labor situation is

most favorable—fuel, including natural gas, is available everywhere at minimum rates. Texas development is past the experimental stage—but there is still time to ride the big rise. Population increased 25% in the past ten years—natural resources, almost limitless in scope, have scarcely been tapped—productive farm lands total 137,597,389 acres, yet less than three-fourths tillable acreage is under cultivation.

Texas is on the move. The nation's last great frontier is rapidly achieving its place in the sun. The Katy, which serves the principal cities of the Southwest with thoroughly modern passenger and freight service, is proud of the part it has played in the development of Texas. As part of its progressive and constructive policy, the Katy maintains an Industrial Department which will supply detailed information about Texas opportunities. All inquiries are handled in strict confidence. . . . Address the Industrial Development Dept., Missouri-Kansas-Texas Lines, St. Louis, Missouri or Dallas, Texas.



PIONEER RAILROAD OF THE SOUTHWEST



UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<u>JANURAY 8, 1995</u> - Regular club meeting, Twin City Bank.	<u>FEBRUARY 12</u> - Regular club meeting, Twin City Bank.
<u>MARCH 12</u> - Regular club meeting, Twin City Bank.	<u>APRIL 9</u> - Regular club meeting, Twin City Bank.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JANUARY 8 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The **ARKANSAS RAILROADER** is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The **RAILROADER** is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

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.

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 phone and FAX: (501)-758-1340
(Leave message on recorder if I'm not there)
Compuserve 72050,1700 (Ken W. Ziegenbein)



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

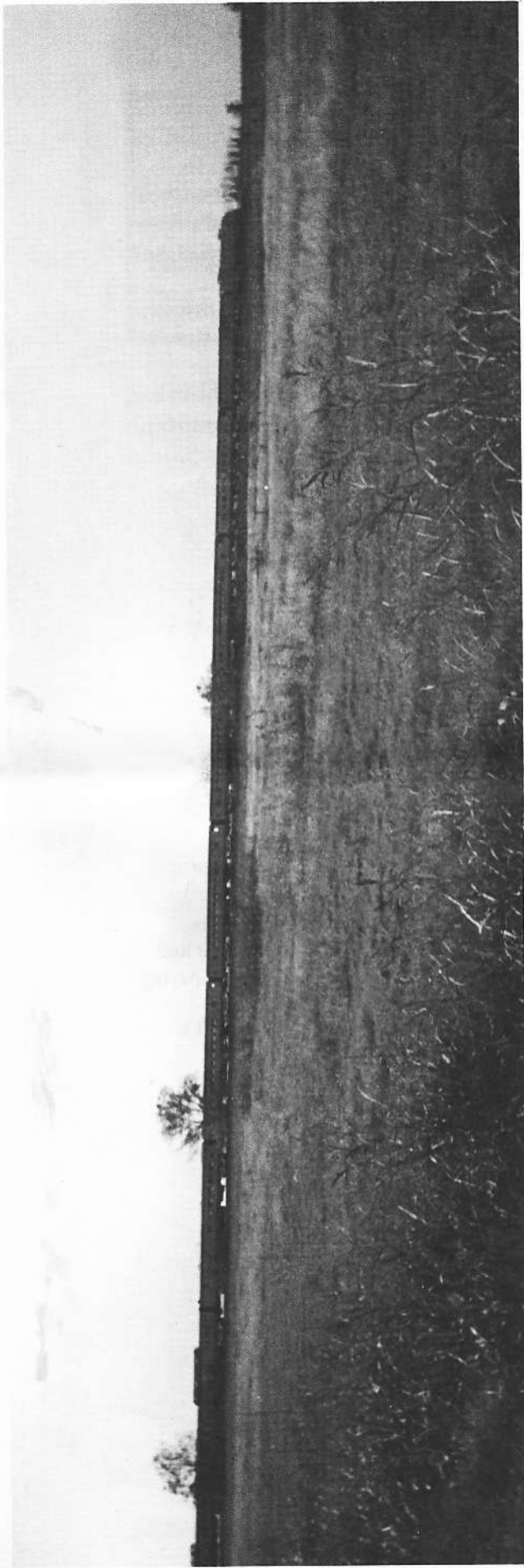
CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

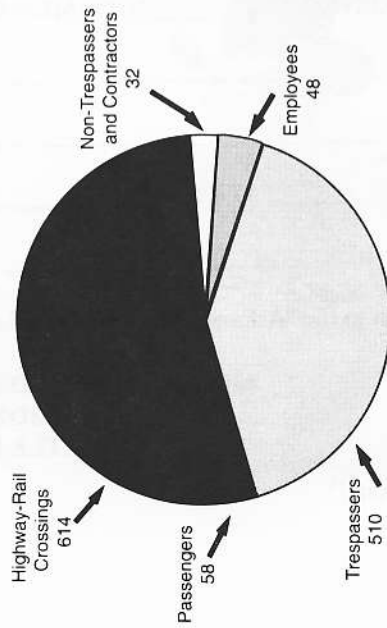
Make your checks out to the "Arkansas Railroad Club" and mail to:

**ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119**

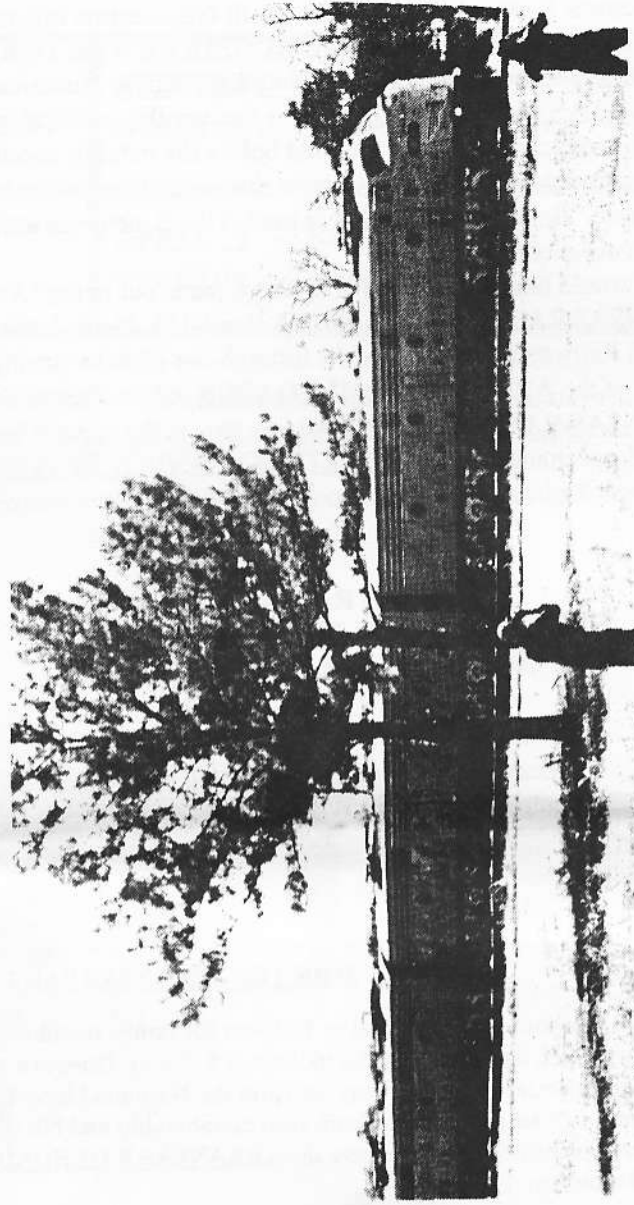
WELCOME ABOARD!!!



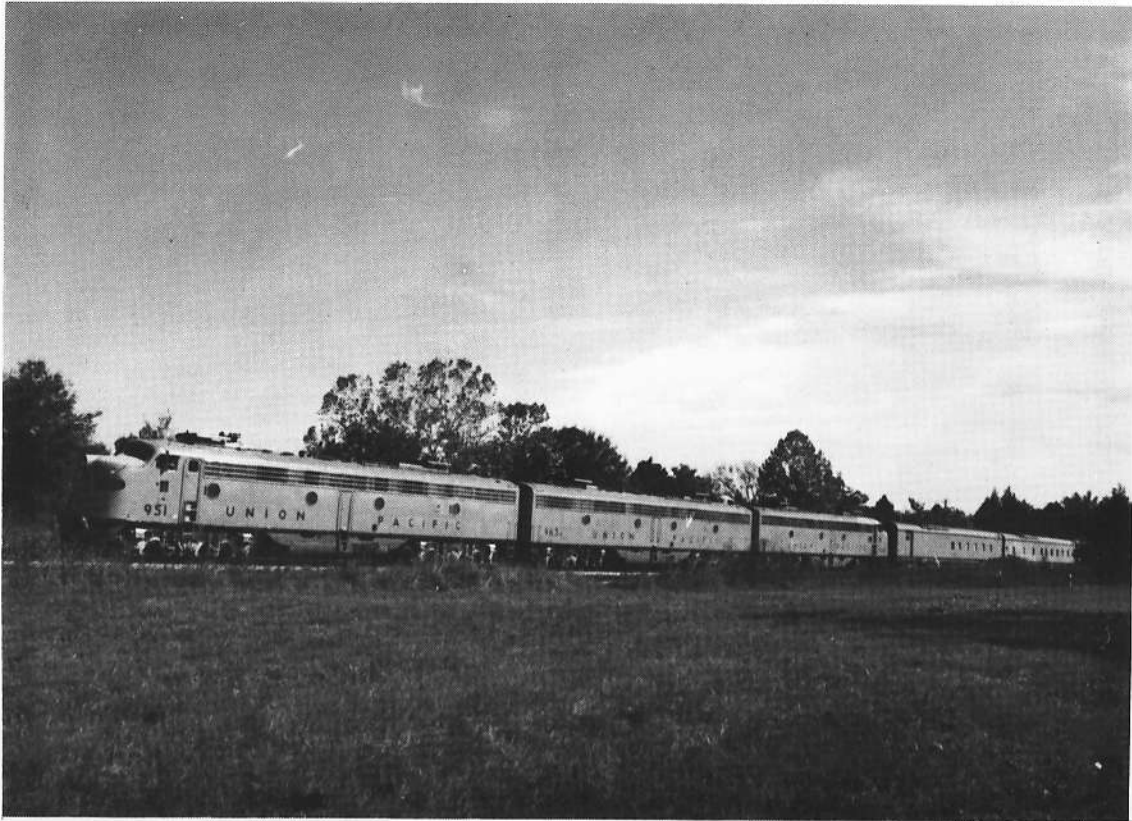
1993 FATALITIES Reported by Railroads



Source: Federal Railroad Administration
Data is preliminary. 614 crossing fatalities include 3 employees.

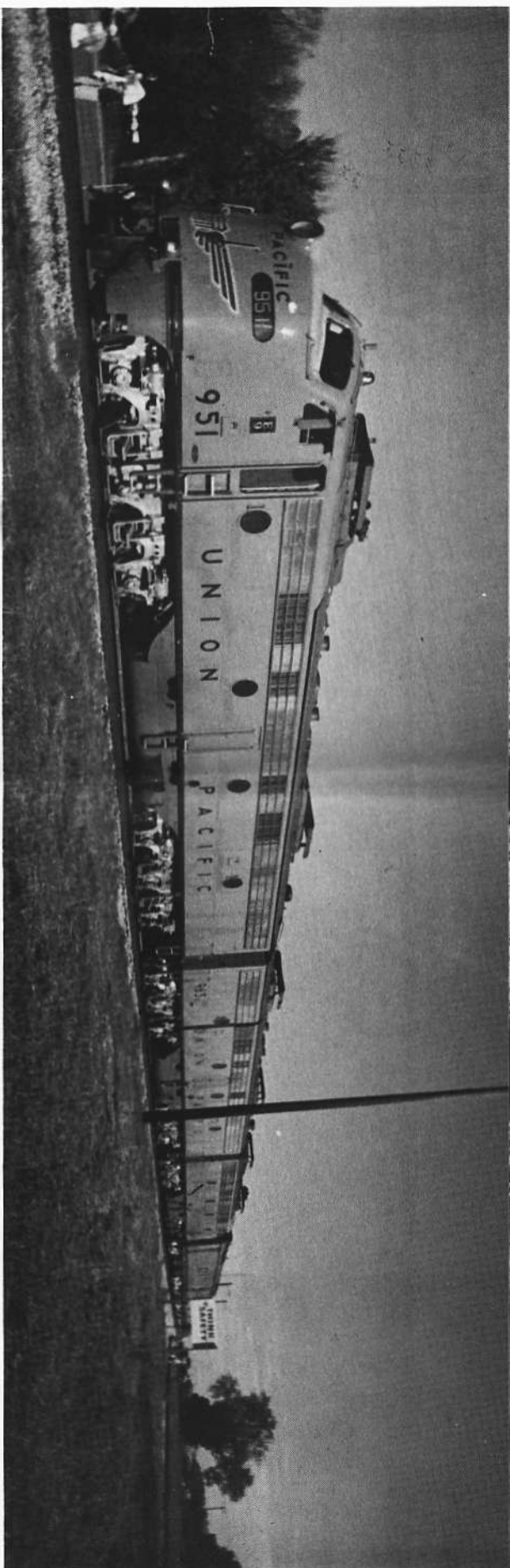


TOP - Union Pacific's Operation Lifesaver schoolchildren special racing past an open field near Linwood, Arkansas on November 14, 1994. Linwood is southeast of Pine Bluff a few miles. **BOTTOM** - A special excursion using U.P.'s E-units seen going through your editor's hometown of New Ulm, Texas on November 5, 1994. This excursion was sponsored by the Gulf Coast Chapter, NRHS. My father is seen in the center taking a picture. I was on board the dome "Challenger". The train had 19 cars, with a sold-out 641 passengers aboard. (*New Ulm Enterprise photo*)



TOP - The "Katy Flyer" special Houston-Smithville, Texas excursion during a runby in Cat Spring, Texas on Saturday, November 5, 1994. Over 640 people were on board. The trip was sponsored by the Gulf Coast Chapter, NRHS and used tracks of the former KATY railroad. .

BOTTOM - The end of the 19-car train as it exited New Ulm, Texas about 11:45 a.m. (*Top photo by Ken Ziegenbein, bottom one by Gilbert Ziegenbein, my father, as he watched the train go by. New Ulm is my hometown.*)



TOP - A rare sight, indeed. The old MKT depot in LaGrange, Texas (in good shape) with nearly 650 people ready to board the "Texas Flyer" special Union Pacific excursion to Smithville (from Houston) on November 5, 1994. All had just eaten a huge roast beef meal at the local Knights of Columbus Hall. No regular passenger service has been on this line since the mid 1950s. **BOTTOM** - The special at Smithville, Texas, about to run around the wye and head back to Houston. Time was 4 p.m. There was a craft fair going on. The Gulf Coast Chapter NRHS (Houston) is to be congratulated on a well-done excursion. I heard no complaints. (Both photos by Ken Ziegenbein. I was in the dome "Challenger" and videotaped the entire trip from Sealy to LaGrange)