



LITTLE ROCK CHAPTER
NRHS

ARKANSAS RAILROADER



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Santa Fe's *Tulsan* at Bartlesville, Oklahoma in 1941. The water spout was still being used by steam locomotives on the *Oil Flyers* and freight trains. (Photo by Wilbur Johnson)



Santa Fe's *Tulsan* departing Bartlesville, Oklahoma for Kansas City, Missouri in 1941. This train was No. 212. (Wilbur Johnson photo)

SANTA FE'S *TULSAN* - A MEMORY

by: Wilbur Johnson

The Santa Fe added the *Tulsan* to its Kansas City-Tulsa trains on December 10, 1939. I rode the initial run southbound on that date from Bartlesville to Tulsa. It had made an exhibition run the previous day, then began service the next morning initially leaving Tulsa at 8:40 a.m. and arriving in Kansas City at 1:30 p.m. In later years, it changed to a 7:05 a.m. departer and arrived in Kansas City a little after noon. It stayed on this schedule until May 1971, when Amtrak came into existence, despite numerous efforts on the part of the Santa Fe to scuttle it. At the time of one of the efforts to discontinue it, over 1,000 people appeared at a hearing in Chanute, Kansas to protest its removal. One of the greatest services it provided was enabling people in northeastern Oklahoma and southeastern Kansas to see their doctors and specialists in Kansas City, affording them an early afternoon appointment, then boarding the southbound *Tulsan* at 5:00 p.m. for the return trip.



At its inception, the train consisted of three chair cars, a diner, and the round end lounge car which operated between Tulsa and Chicago. One of the chair cars was a through Tulsa-Chicago coach. Prior to its being included in the schedule, the Santa Fe had the day trains, Nos. 49 and 50, the *Oil Flyers*, and the overnight trains, No. 47 known as the Southern Kansas Eastern Oklahoma Express, and No. 48 from Tulsa known as the Kansas City Express.

The *Oil Flyers* were pretty much locals, with No. 49 leaving Kansas City at 8:30 a.m., arriving in Tulsa about 3:34 p.m., and No. 50 departing Tulsa at 12:30 p.m. and arriving in Kansas City about 8:00 p.m. The advent of Nos. 211-212 not only improved the service on the Kansas City-Tulsa schedule, but they also brought about a change in the schedule of No. 50. Instead of a 12:30 p.m. departure, it now departed Tulsa at 4:00 p.m., and with a through Tulsa-Chicago sleeper, a business man could spend the entire work day in Tulsa, get a good night's rest, and arrive in Chicago at 8:00 a.m. in time for a full work day there.

In August, 1940, the Santa Fe discontinued Nos. 48 and 49, and at that time the RPO-baggage car was added to the consist of Nos. 211-212. Too, at that time No. 47 became the *Oil Flyer* and in later years, the northbound *Oil Flyer* was changed from No. 50 to No. 48.



The *Oil Flyers* lasted until 1968 and were discontinued because the Post Office Department believed that sectional service centers were better for handling the mail than RPO's. When the Santa Fe instituted the *Texas Chief* in the late 1940's, the Chicago-Tulsa sleeper was included in its consist. It had a 6:00 p.m. departure from Chicago, with a 1:30 a.m. arrival in Kansas City. This necessitated a 2:00 a.m. departure for the *Oil Flyer* and 8:30 a.m. arrival in Tulsa. This was also to a business man's liking. I was on No. 15, the *Texas Chief*, coming out of Chicago one evening and remarked to the Pullman conductor that I was surprised to see the Tulsa car so well patronized. He replied "Oh, this is the best car on the train." With Bartlesville being the headquarters of a major oil company, there was nearly as much Bartlesville business as there was Tulsa patronage.

When the Frisco discontinued all passenger service between Kansas City and Tulsa in the late 50's, the schedule of No. 47 had to be changed to a 11:59 departure from Kansas City for mail contract purposes. That necessitated changing the departure of the Chicago-Tulsa sleeper from 6:00 p.m. to a 3:15 departure on the *San Francisco Chief*, and the sleeper never did very well after that. In the mid-1960's, the Santa Fe discontinued the sleeper, but in 1966 the Chamber of Commerce in Tulsa and the Santa Fe got together and agreed to revive the Tulsa-Chicago sleeper. Too, a lounge-diner was also added back into the consist. I moved from Tulsa to Houston in June, 1966, but my Oklahoma correspondents told me the sleeper was doing a good business. Then came the dreadful announcement in August, 1967, that RPO cars were being discontinued, and that finished not only the sleeper, but also the Tulsa-Chicago coach on Nos. 211 and 212, thus causing Chicago passengers from 212 to have to walk across the platform in Kansas City to board the *Grand Canyon Limited*.

One of the greatest delights in my lifetime came in 1965 when the Santa Fe applied to the ICC to discontinue the *Oil Flyers*. I testified at the Tulsa hearing, and proved myself a genuine hypocrite by practically calling the Santa Fe's Eastern Division Superintendent a liar, because he testified that people were not patronizing the "fine equipment" on the two trains, and then drinking some of his liquor in the Mayo Hotel following the hearing. After departing the Mayo that evening, I happened to run into the ICC examiner who had conducted the hearing. In all

sincerity, I told him that I felt as though he had handled the hearing fairly and impartially. I always wondered if that happenstance meeting might have contributed to the ICC ruling that the Santa Fe had to run the trains for at least one more year. It was during the next year that Santa Fe reinstated the aforementioned sleeper and Lounge-diner on the *Oil Flyers*.

I have always felt that the Santa Fe made a honest effort to stay in the passenger business, but never could understand their total disdain for the Tulsa trains by making moves that would discourage the public from using these trains.

MORE MEMORIES - OTHER TRAINS

I am close to 83 years of age and would like to pass along some trivia relative to my railroading experiences. I have the feeling I am still the only one alive who has a knowledge of some of these items, and I don't want to take them to the VA cemetery with the possibility that some of them may completely disappear.



One item that always interested me was the routing of the late mail between Tulsa and Oklahoma City. The Frisco had three trains daily between the State Capital and the Oil Capital. The late train left Tulsa at 5:30 p.m. and the last one from Oklahoma City was No. 10, the famed *Meteor* and the heaviest train into St. Louis from any direction, left there at 6:40 p.m. Naturally, there was a lot of mail coming into the post offices too late to meet those departures. That was where Bartlesville came into the picture. The late mail out of Tulsa left on No. 48 at 11:40 p.m. and arrived in Bartlesville around 1:00 a.m. It remained there until the Katy's overnight train, No. 33, the *Sooner* arrived from Kansas City at 3:30 a.m. and took it into Oklahoma City. Conversely, No. 28, the *Sooner* from Oklahoma City left there at 10:10 p.m. and arrived in Bartlesville at 1:50 a.m. The routine was completed with the arrival of Santa Fe's No. 47 at 4:05 a.m. off the Katy's northbound *Sooner* into Tulsa. It was always a pride to me that during the early morning hours from 1:00 a.m. to 4:00 a.m. the depot baggage room in my hometown was the repository for mail traveling between Oklahoma's two largest cities.



Perhaps it was just as well that not too many people knew all this mail was in the Bartlesville depot, as there was little security around the premises. There were only the night agent in the ticket office, the mail and baggage handler, and the Railway Express employee just north of the depot in a separate building. From my banking experience, I know that money and securities traveled by mail between the Federal Reserve Branch in Oklahoma City and the member banks. If only the hoodlums of that era had known what I knew, the Bartlesville Santa Fe-Katy depot could have been a prime target.

Another bit of trivia onto which I happened involved the Frisco's *Will Rogers* eastbound No. 4

between Oklahoma City, Tulsa, and St. Louis. It left Oklahoma City around 11:40 a.m., Tulsa about 2:30 p.m., and had the unusual arrival time in St. Louis of 12:15 a.m. As far as I know, it was the only train which went into St. Louis Union Station head first. I always suspected the reasoning behind it was that No. 4 had two sleepers, one each from Tulsa and Oklahoma City for Chicago, and which were transferred to the Alton's *Midnight Special* all-Pullman train for Chicago, which departed St. Louis at 12:30 a.m. I presume it doesn't require a great amount of intelligence to reason that if the *Will Rogers* backed into the station as did all other trains, there was no way of transferring those sleepers to the Alton.



During 1940 and 1941, I rode No. 4 four times to St. Louis, as I was at that time living in Vandalia, Illinois, which was on the St. Louis-New York line of the Pennsylvania Railroad. Pennsy's No. 6 left St. Louis at 12:27 a.m. and arrived in Vandalia at 2 a.m. I had to make that 12-minute connection every time and the Frisco always got me there on time. I always let it be known to the conductor on No. 4 that I had the close connection, so he would always let me go to the vestibule shortly before arrival, so I could immediately get off and hurry to the Pennsy. Standing on the vestibule afforded me one of the most memorable railroading sights I ever experienced - that of seeing those Frisco 1500's majestically rounding that last curve into St. Louis Union Station. Having a steam locomotive next to the stub end and close to the concourse did not present much of a problem at that hour of the night, as most of the overnight trains had already departed. I won't say for certain that Frisco No. 4 was the only train that went into St. Louis head first, but it was the only train I ever saw go in that way.



Another interesting bit of railroading I experienced came in 1940 when my company transferred me from Jackson, Mississippi to Bismarck, North Dakota. It was the Illinois Central from Jackson to Chicago and the Northern Pacific's *North Coast Limited* from Chicago to Bismarck. When I boarded the *North Coast Limited*, it



was parked right next to the Great Northern's *Empire Builder*. I was on the observation platform of the *North Coast* when it pulled out, but only for a short distance. We stopped and backed up to the head end of the *Empire Builder*, coupled, took off again, and headed for St. Paul. That Burlington locomotive on the front end must have been pulling 25 cars at least. The trains were separated the next morning in St. Paul and headed for Seattle and Portland via their respective routes.



I rode the *Colorado Eagle* on the MoPac twice from Ottawa, Kansas to Denver, and it was a class train. I could leave Tulsa at 4:00 p.m. on the *Oil Flyer* and arrive in Ottawa at 8:30 p.m. A taxi would pick me up and take me to a restaurant on the south end of town, then return and pick me up to take me to the MoPac depot, and a 10:20 (?) departure for Colorado. Going

into and out of Pueblo, it made a complete circle. The first time I rode the trip, I noticed that we turned from a westerly direction to the left and south to go into the depot. Naturally, I figured we would back out in order to go north to Denver. What a surprise it was when we departed and kept right on going and crossed over where we had originally entered Pueblo.

Into the early 1930's, the Santa Fe operated an overnight sleeper between Tulsa and Wichita, Kansas, and it was on three trains before the night was finished. It left Tulsa around 11:40 p.m. and arrived in Independence, Kansas in the neighborhood of 2 a.m. It then became part of a 3-car train from Independence to Winfield, Kansas on a line that paralleled the Oklahoma-Kansas border. At Winfield, one of the Texas trains picked it up and took it to its destination in Wichita. The reverse trip was made the same day, with No. 47 picking it up at Independence and bringing it to Tulsa.



In closing, I want to say I am sorry I have never been able to meet BILL CHURCH. He and I were in Iran at the same time during World War II. I was not in a railroad battalion, but instead was in the 19th Weather Squadron of the Air Force, and we had weather stations at Andimeshk, Doroud, and Sultanabad (Arak) on the Trans-Iranian Railway. I was at Doroud part of 1944, and that area was so mountainous that only a helicopter could have gotten in and out of there. Planes were assembled in southern Iran at Abadan, and then ferried over the mountains to Tehran to be turned over to the Russians. Our purpose in being at those rail stops was to provide weather conditions to enable those planes for the Russians to safely get over the mountains. I knew many of the railroaders as some of them had been with the 730th which trained at Fort Wayne, Indiana in 1942 at the same time I was at Baer Field in Fort Wayne learning to be a weather observer.

(Mr. Johnson's closing paragraph stated that "it may now be that you and I are the only ones who know some of the aforementioned information." Well, Mr. Johnson, now MANY will revel in this information - thanks for sharing it with us!)

In case you'd like to correspond with Mr. Johnson, his address is: Wilbur E. Johnson, 311 Longview Dr, Sugar Land, TX 77478-3722. I'm sure he'd appreciate it. He's a member of the Arkansas Railroad Club.

1997 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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BOARD '01 - Tom Shook, 1716 Alberta Dr Little Rock AR 72227-3902 (501-225-8955)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be on **SUNDAY, JULY 13** at 2 p.m. at Marcantile Bank's main bank (the tall glass building) on Main Street in North Little Rock. This bank is across the street from the Riverfront Hilton. We meet on the third floor.

The July program will be given by Jim Bennet. The program will be on the Central Arkansas & Eastern Railroad, long abandoned, which ran from England to Stuttgart to Hazen. This line was abandoned in 1937.

The September program, September 6 - notice date change - will be at Peter Smykla's Paperton Junction Southern Railroad near Pine Bluff with an excursion. November's program will be by Robin Thomas. The November meeting date has been changed to November 16th because of the conflict with our November 9th excursion. August and October are still open. The Christmas program will be given by Tom Shook.

Our vice president Leonard L. Thalmueller is asking for anyone to volunteer for future programs not already taken. If interested, contact him at 21 Hanover Dr, Little Rock AR 72209-2159 or call him at 501-562-8231.

STEAM TRIP NOVEMBER 9 - An order blank is on the last page of this newsletter for ordering tickets on our November 9 UP 844 steam trip between Tyler, Texas and Pine Bluff, over the Cotton Belt. Notice that there will be three intermediate stops. Buses will be provided for return trips, but at extra expense. The Cotton Belt group in Pine Bluff is also selling tickets for a percentage. Another copy of this order blank can be obtained from our Internet Web site at: <http://pwl.netcom.com/~ken.z.rw/weather/trains/844.html>

Union Pacific also has our address and other information on their company Internet Web site at: <http://www.uprr.com>

The train will have over 600 seats available, including 5 coaches and 6 dome-coaches. Although food will be available, it will NOT be included in the ticket prices.

Union Pacific will operate this train on various other routes, beginning October 12 (our trip on November 9 will be the last trip for this tour). Here are the other trips and their sponsors (*thanks to Bob Heavenrich of the NRHS and the Union Pacific Web Page*):

OCTOBER 12 - Omaha to Sergeant Bluffs, Iowa and return. This will be first steam on this former C&NW line since the mid 1950s. Single tickets \$135. Contact: Sioux City & Pacific Excursion, PO Box 791, Columbus NE 68602-0791

OCTOBER 18 - Wichita, Kansas to El Reno, Oklahoma. Contact: Great Plains Transportation Museum, c/o Steve Corp, 1310 West Douglas, Wichita KS 67203

OCTOBER 19 - El Reno, Oklahoma to Fort Worth, Texas. Contact: Central Oklahoma Chapter NRHS, c/o Tom Elmore, PO Box 6620, Oklahoma City OK 73153-0620.

OCTOBER 25 - Fort Worth, Texas to Marlin, Texas. Contact: Age of Steam Museum (no address given)

OCTOBER 25 (also) - Marlin to Houston, Texas. Contact: Gulf Coast Chapter NRHS, Ticket Office, 12335 Kingsride, Houston TX 77024-4116. 713-597-3413. Email: chopper@iamerica.net

NOVEMBER 8 - Houston to Tyler. Contact: Gulf Coast Chapter NRHS, Ticket Office, 12335 Kingsride, Houston TX 77024-4116. 713-597-3413. Email: chopper@iamerica.net

NOVEMBER 9 - Tyler to Pine Bluff with stops at Mount Pleasant, Texarkana, Camden and Pine Bluff. \$150 coach (\$140 over 65/under 12), \$180 dome (\$170 over 65/under 12). Shorter segments are \$50 each (\$40 under 12/over 65). Contact: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. 501-945-2128 after p.m.

CALENDARS FOR 1998 - The 1998 Arkansas Railroad Club calendars are READY! They contain 14 black & white photos of various railroads in Arkansas, including:

Reader Railroad, Arkansas & Missouri, Amtrak, BNSF, Union Pacific, Reader, Arkansas & Missouri, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River (1960), Helena Southwestern, Olympic Torch Train, and the Dardanelle & Russellville. Photographers include: Mike Adams, Harold K. Vollrath, Gene Hull, John Jones, Peter Smyka, Jr, Jonathan Royce, Tom Shircliff, Dr. William J. Husa, Jr., Keith R. White and Ken Ziegenbein.

To order one, send \$7 to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

CANCELED - Apparently, the trip over the Gateway Western (recently acquired by the KCS) between Illinois and Independence, Missouri in early July has been canceled. No reason was given.

PHOTOS WANTED - I need photos that can be used in the newsletter, both on the cover and on the inside pages. They can be any size, black and white or color. Slides are O.K., but I'll have to send them off to make prints for our purposes. Please put a caption on them and date, along with who took the picture. Send them to our club address. Thanks a lot.

JULY BIRTHDAYS - BILL D. DONOLEY (July 7), RONALD L. GARLING (July 8), J. CARY NETTLES (July 8), DON STEVENS (July 10), MATT RITCHIE (July 10), DAVAD L. BRIGGS (July 12), GEORGE W. SCHMIDT (July 17), ROBERT F. READ (July 22), EVERETTE E. THOMPSON (July 22), HOWARD R. BRANDES (July 24), WILL A. ROGERS (July 26), DR. WILLIAM L. SCHMIDT (July 30). May a tree leaf tickle your nose in the sunshine.

REQUEST FOR NEWS - Thanks to all of you who have been sending news in to me. I need consistent sources of news from various parts of the state to keep the newsletter "newsy." Mainly, I need news from your LOCAL PAPER. Please keep sending the articles in.

LOU KOEPPE

Born: February 5, 1930 - **Died:** February 16, 1997

Lou Koeppe was a longtime member of the Arkansas Railroad Club. His wife said he loved trains ever since she knew him. They used to live in Arkansas (1970-73) but moved to Nebraska in 1973, where he taught Geography for years while living in York. He lived in Kearney, Nebraska in recent years (2017 B Ave, Kearney NE 68847-5416).

OUR SYMPATHIES are extended to NANCY BAILEY, Bill's wife, on the death of her mother in early June. Mrs. Grishom, of Mount Pleasant, Texas died June 1 and was buried in DeKalb, Texas.

MEMBER NEWS - President Craig Gerard's mother had a heart attack just before our June meeting. Keep them in our prayers. - Bill Church's condition is unchanged.

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.

WANTED - Photos or diagrams of any trestle bridge. Degray State Park has part of its trails on an old logging abandoned right of way and wants to make a path there, including some trestles. Contact Brad DePriest, Degray State Park, RR 3 Box 490, Bismarck AR 71929.

WANTED - Photos of American Refrigerator Transit (ART) reefers, icing facilities and information on operations in Arkansas. Jerry Michels and myself are working on a book to be published in 1998. Contact Gene Semon, 2718 Hwy 38, Cabot AR 72023 or phone 501-843-6080.

FOR SALE - "Cabooses of the Missouri Pacific" by Jerry Michels. \$65 ppd. Gene

Semon, 2718 Hwy 38, Cabot AR 72023.

FOR SALE - Pre-publication orders are being taken for the Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* 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. Until November 1, 1997, the price will be only \$24.95 (plus \$4.50 shipping and handling). To order yours now, make a check out (for \$29.45) to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. To use MasterCard or Visa, you must call White River Productions at 816-695-4433. Remember, this book has not been published yet.

FOR SALE - Two MKT wood cabooses on private property in Holland, Texas (about 15 miles south of Temple). They have been parked on the property since 1929. One caboose was built in 1887, the other in 1893. No set price. (One part of this For Sale offer

said it was two wooden boxcars, the other part called them cabooses). Contact the owner, Robert Wiley, Holland, Texas 817-657-2350 or 817-578-1775.

WANTED - Photographs of 1940's-1960's streamlined passenger trains anywhere in the country to be used in the *Arkansas Railroader*. Also, photographs of depots in use during the same time period. Your photographs will be returned. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at ken.z.rw@ix.netcom.com.

WANTED - Photographs of abandoned or used (rail or otherwise) depots in Arkansas taken 1990 to present. I want to get pictures of as many depots as possible that are still standing for a permanent record in the *Railroader*. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at ken.z.rw@ix.netcom.com.

RAILROAD ABANDONMENT PROPOSALS

These abandonment proposals have been printed in the Federal Register. 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.

MICHIGAN - CSX - To abandon its Montague Subdivision between m p. 62.12 at Berry to m p. 72.25 at the end of the line, including a 3.5 mile industrial lead track at Montague, Michigan. The line includes the station of Montague. Final decision will be made by August 15, 1997. (FR May 15, 1997)

TEXAS - DALLAS AREA RAPID TRANSIT - To abandon a 18.67 mile line consisting of 15.45 miles of the White Rock/Plano line and 3.22 miles of a connecting branch line, the Soumethun Branch, in Dallas and Collin Counties, Texas. Effective June 14, 1997. (FR May 15, 1997)

ILLINOIS/INDIANA - OWENSVILLE TERMINAL COMPANY - To abandon the Browns-Poseyville line extending

- from m.p. 205.0 near Browns, Illinois to m.p. 227.5 near Poseyville, Indiana, a distance of 22.5 miles. The line includes the stations of Browns, Grayville, Griffin, and Stewartsville. Effective August 1, 1997. (FR May 16, 1997)
- INDIANA - INDIANA RAIL ROAD COMPANY** - To discontinue trackage rights over Conrail's Indianapolis Belt Running Track between m.p. 0.0 at North Indianapolis and m.p. 5.3 at Raymond Street and between m.p. 1.5 and m.p. 0.4 through the interlocking of the former Indianapolis Union Station, a total of 6.4 miles. Effective June 15, 1997. (FR May 16, 1997)
- NEW YORK - CONRAIL** - To abandon the Black Rock Industrial Track from m.p. 396.97 to m.p. 397.56 in the city of Buffalo, New York, a distance of .59 miles. Final decision will be made August 19, 1997. (FR May 21, 1997)
- OREGON/IDAHO - UNION PACIFIC** - To abandon a segment of UP's Homedale Branch from m.p. 11.4 near Adrian, Oregon to the end of the line at m.p. 33.5 near Marsing, Idaho, a distance of 22.5 miles. This line includes the stations of Homedale, Petty, and Marsing. Effective Final decision will be made by August 20, 1997. (FR May 22, 1997)
- KANSAS - SOUTH KANSAS AND OKLAHOMA RR** - To abandon 19 miles of line between m.p. 130.0 near Chanute and m.p. 149.0 near Fredonia, Kansas. Effective June 22, 1997. (FR May 23, 1997)
- LOUISIANA - LOUISIANA AND DELTA RAILROAD, INC** - To abandon a line known as the Napoleonville Branch from m.p. 1.0 near Thibodaux, Louisiana to m.p. 15.28 near Supreme, Louisiana, a distance of 14.28 miles. Final decision by August 26, 1997. (FR May 28, 1997)
- LOUISIANA - LOUISIANA AND DELTA RAILROAD, INC** - To abandon 1.8 miles of line known as the Houma Branch between m.p. 0.20 and m.p. 2.0 in Terrebonne Parish, Louisiana. Effective June 27, 1997. (FR May 28, 1997)
- GEORGIA - CSX** - To abandon the Abbeville Subdivision, from m.p. YYA-37.44 to m.p. YYA-37.00 at the end of the track at East Athens, Georgia, a distance of 0.44 miles. Final decision by August 29, 1997. (FR May 30, 1997)
- ARKANSAS - KCS RAILWAY** - To abandon a 42.78 mile line between m.p. 4.00 near Hope and m.p. 46.78 at the Arkansas/Louisiana state line. Effective July 4, 1997. (FR June 4, 1997)
- TEXAS - LONGHORN RWY CO** - To discontinue service over about a .25 mile segment of the Burnet City track owned by the City of Austin, Texas, extending from Polk Street and the end of the line at Washington Street in Burnet. No effective date, since it was not an abandonment, but only a discontinuance of service. (FR June 5, 1997)
- LOUISIANA - KCS RAILWAY** - To abandon a 61.62 mile line between m.p. 83.02 near Sibley and m.p. 144.64 near Carla, Louisiana. Effective July 6, 1997. (FR June 6, 1997) The "FR" stands for Federal Register.
- SOUTH DAKOTA - SAMMAMISH TRANSPORTATION CO** - To reinstate and operate an abandoned line of railroad about 83.47 miles long between m.p. 646.0 near Caputa and m.p. 562.53 near Kadoka, South Dakota. This line was formerly a part of the bankrupt Chicago, Milwaukee, St. Paul and Pacific RR Co (MILW). This line was abandoned in 1980 but was bought by the state of South Dakota. Shippers must spend at least \$5 million rehabilitating the line and guarantee at least 2,000 carloads a year. Effective May 13, 1997. (FR June 12, 1997)
- WEST VIRGINIA - NORFOLK & WESTERN RWY CO** - To abandon 1 mile of line between m.p. NF-0.0 at Norfolk and m.p. NF-1.0 at Buzzards Junction, West Virginia. Effective July 16, 1997. (FR June 16, 1997)
- GEORGIA - GEORGIA CENTRAL RAILWAY, L.P.** - To abandon 0.71 miles of line between m.p. 42+33 near Value Station, where it switches off the Georgia Central Main, to m.p. 37+72 in Savannah, Georgia. Final decision by September 15, 1997. (FR June 17, 1997)

ARKANSAS RAIL NEWS

AREA ABANDONMENT PROPOSALS

The KCS Railway wants to abandon a 42.78 mile line between m.p. 4.00 near Hope, Arkansas and m.p. 46.78 at the Arkansas/Louisiana state line. This line can officially be abandoned July 4, 1997 unless conditions are not met (see conditions under "Railroad Abandonment Proposals" above). (Federal Register June 4, 1997) Also, the

KCS wants to abandon a 61.62 mile line in Louisiana between m.p. 83.02 near Sibley, Louisiana and m.p. 144.64 near Carla, Louisiana. This would be effective July 6, 1997. (Federal Register June 6, 1997)

RUMOR MILL

Remember this is only a rumor, but I've heard via the Internet that Union Pacific

wants to sell its' Nashville Branch (Hope to Perkins) to the DQ&E and the Gurdon Branch (Gurdon-El Dorado) to the East Texas Central. Anyone have any news on this?

ARKANSAS & MISSOURI DERAILMENT

(Chester) - An A&M excursion derailed on

June 4 near Chester after a rail pulled loose and engine derailed. None of the 150 passenger on board were injured. The train was going 34 mph. A pile of spikes was found near the derailment site, making some suspect sabotage. The FBI is investigating since tampering with railroads is a federal offense. The railroad has offered a \$10,000 reward for information leading to an arrest and conviction of the person or persons responsible for vandalizing the tracks. Call Brent McCready at 800-687-8600 if you can help. (*The Morning Star, June 6 via Robert Oswald*)

MORE KCS TRAINS

(Ashdown) - During a



meeting May 12 in Ashdown between highway department, Georgia-Pacific and civic leaders, a letter was read from KCS saying that Ashdown will see an increase in railroad traffic through Ashdown of between 30 and 60 trains a day, due in large part to NAFTA, within five years. Currently, Ashdown has 20 trains a day. The average length of the trains will be a mile and a half. Should this occur, a KCS train will enter Ashdown every 20 minutes. Traffic problems on the city streets was discussed. (*Randy Wheeler via the Internet*)

A&M STOP SIGNS

(Rogers) - The Arkansas & Missouri

Railroad has put up stop signs at all railroad crossings in the city of Rogers that don't already have lighted signals. (*Morning News via Robert Oswald*)

CONCRETE TIES

(Hardy) - BNSF has replaced many ties along its line in northern Arkansas with concrete ties. Each tie weighs 640 pounds and are installed on 24-inch centers (wooden ties are on 18-inch centers). They will install 42,000 of these ties by the end of July. (*Morning News, May 31, via Robert Oswald*)

GENERAL RAIL NEWS

NEW 250-MILE RAILROAD?

(Brookings, South Dakota) - The Dakota, Minnesota & Eastern Railroad Corp (DM&E) announced June 9 that it plans to build about 250 miles of NEW railroad as an extension from the DM&E's existing line into the Powder River Basin in Wyoming and rebuild about 650 miles of its existing track to modern standards. This \$1.2 billion project would be the largest privately financed public infrastructure project in the history of South Dakota. They expect to recoup the costs by hauling the low-sulphur Wyoming coal.

In 1996, the railroad acquired 200 miles of line from Union Pacific from Colony, Wyoming to Crawford, Nebraska. It had originally started in September 1986 by getting a line from the Chicago & North Western, which had tried to abandon it but people along the line wouldn't let them. DM&E president Kevin V. Schieffer also noted that the company is studying the possibility of opening up the rail line to the public on special occasions, such as dinner trains and tourism.

In the meantime, L. B. Foster Company announced that it would buy \$1,500,000 worth of DM&E stock, making it own 13% of the DM&E. Foster was excited about the possibility of the expansion. (Remember L. B. Foster was the company that got the rights to

the Rock Island's truck in much of Arkansas in the early 1980s).

Things that may adversely affect this 250-mile expansion are: 1) DM&E's ability to complete the project (in 5 years); 2) insufficient funds or credit; 3) adverse weather conditions; 4) labor disputes; 5) failing to get the Surface Transportation Board's approval; 6) competitor's responses to the project, such as cutting coal-freight rates; 7) changes in demand for coal; 8) changes in environmental laws and regulations.

On June 15 of this year, lightning struck a tree on a farm outside of Des Moines, Iowa, killing 45 head of cattle that had been standing around the tree. (From WX-TALK)

DART'S FIRST ANNIVERSARY

(Dallas) - According to Channel 4 in Dallas, the past first year of the Dallas Area Rapid Transit system had a ridership of 6½ million riders with weekday volume of 30,000, considerably over projections. The Dallas zoo, which is served by the line, had an increase in attendance of 40%.

SP CARS FOR SALE

Although they may already have been sold by the time you read this, Union Pacific was

to sell six former Southern Pacific business cars: No. 141 *Oakland*; No. 292 *Sunset Limited* (10/6 sleeper); No. 293, Chair car; No. 298, Baggage Car; No. 295, Baggage Car; No. 106 *Oregon*.

GRADE CROSSING TRAGEDY

(Berwyn, Illinois) - On June 9, a man aged 78 and his wife aged 73, were killed when he drove AROUND lowered crossing gates, flashing lights and sounding bells across BNSF tracks.

The car was hit by an Aurora-bound Metra commuter train on one side, then hit just after by the Chicago-bound Metra train. Both were killed. Fourteen commuter trains were delayed up to two hours (about 18,000 passengers). Then about an hour later, another Metra Chicago-bound train hit a 19-year-old lady walking on the BNSF tracks. She was wearing headphones and didn't hear the train coming. (*Metra news release, June 9, 1997 via Jim Johnson*)

TEEN KILLED JUMPING FROM TRAIN

(Lake Villa, Illinois) - An 18-year old boy was killed June 10 as he jumped from a

moving Wisconsin freight as it went through Lake Villa about 30 mph. He and two others had gotten on the train as it left Chicago earlier in the evening. The two others made it off, but the 18-year old apparently held on to the handrails too long as he jumped. He fell under the wheels of the train and was dragged about 200 feet. *(Anyone who says hobo-ing is fun had better examine the facts - Chicago Tribune, June 11 via Jim Johnson)*

MARLBORO TRAIN SCRAPPED

The much ballyhooed Marlboro Smoking Train that was being built by Rader Railcar Inc of Denver will not be completed. The whole 19-car train was sold back to Rader at salvage prices. The train was to have hauled winners of a Marlboro sweepstakes across the west with several excursions (I saw some of these ads). The cars cost about \$2 million each (about \$50 million was already spent on them and engines). Terms call for Rader to cut up the cars and scrap the steel, but Rader can keep other parts, including windows and wheel sets. The value of the scrapped steel was about \$5 million. The 2,000 winners of the sweepstakes were offered \$6,000 each instead of the trips.

EXPANDED BNSF YARD

(Kansas City, Kansas) - The BNSF dedicated their expanded Argentine rail yard June 2. It cost \$95 million to upgrade, but will now sort 2,400 cars daily, three times more than before. It took 18 months to complete. BNSF operates about 120 a day through the Kansas City area. *(Kansas City Star, June 3, via Jerry Numm)*

405 NEW ENGINES

BNSF announced in early May that it will purchase 405 new locomotives from GE and GM valued at \$1 to \$2 million each. *(via Dan Barr)*

BRANSON SCENIC NEWS

(Branson, Missouri) - Member William Eldridge talked with the Branson Scenic Railroad people about the accident in May (see June's *Railroader*). He said that about \$500,000 damage was done. Their F unit was totaled, five passenger cars damaged, mostly couplers and gears, and the other engine knocked 400 feet across Main Street down the siding. Repairs were made and they were back in business in only four days.

INCREASED TRAINS

(Wichita, Kansas) - The city of Wichita, Kansas is worried about Union Pacific's proposed increase of 5 to 6 trains a day through that city over their 20 trains a day now. The Surface Transportation Board will decide what UP should do to reduce the harm caused by more trains. The city doesn't want to pay for any improvements themselves. *(Wichita Eagle, May 18 via Jim Johnson)*

RAIL TRANSIT IN KANSAS

Johnson County, Kansas, is studying adding commuter trains along Interstate 35 between Olathe and Kansas City, using BNSF's tracks. This study should be ready by November. Thoughts of rail transit is having a resurgence around the Kansas City area. *(Kansas City Star, May 23, via Jim Johnson)*

ABANDONED NO MORE

(Lee's Summit, Missouri) - The long-unused Rock Island (idle since 1980) tracks that run from Kansas City southward through Lee's Summit and into southern and eastern Missouri will probably get a new lease on life as Union Pacific is selling it to General Railway Corp (UP took it over after the UP/SP merger). As part of this sale, GRC would lease and restore the tracks through Lee's Summit and Raytown and own the route from St. Louis to Pleasant Hill. General Railway proposes 40 mph trains through the

towns, some running right behind newly constructed houses (the owners were told that the track had been abandoned and would be turned into a bike trail, but the tracks never legally were abandoned and now the railroads want them back). Work on the line, called the Missouri Central Railroad, wouldn't begin for at least a year, at least in the Kansas City area.

Several warning crossing signals will have to be installed on the now-paved-over rails. Also, the city of Raytown has torn down a bridge to make room for road improvements and this bridge will have to be rebuilt, probably at city expense (\$750,000). New types of signals could be installed, ones that sound an alarm down the highway corridor instead of the engine blowing its whistles, thus eliminating noisy blowings just behind houses.

Union Pacific currently hauls coal on the Sedalia Sub, but must go up a 1.5 mile grade called Independence Hill. If it could haul these coal trains on a lesser grade, it would prevent a lot of trouble with the uphill heavy loads, and the Missouri Central Railroad would be the solution. *(Kansas City Star, May 29 via Jerry Numm)*

ALASKA RAILROAD GETS GRANT



The Federal Railroad Administration granted the Alaska Railroad \$10 million in early June for capital improvements and safety improvements to passenger train operations throughout the state of Alaska. Alaska is the only state to directly provide intercity rail transportation service (the only reliable surface transportation the long, dark and cold winters).

AMTRAK NEWS

"LIFELINE" EAGLE

Amtrak's *Texas Eagle* has broad support in

Texas. The Texas Legislature loaned Amtrak \$5.6 million to keep the *Eagle* running

through at least September 30. As Longview station master Griff Hubbard put it: "This is

ARKANSAS RAILROADER

small-town Texas' lifeline to national transportation." Also, the train has returned to its full consist of cars, sleepers, dining cars and lounge as of mid-June. New Genesis engines can be seen some of the time. *(Houston Chronicle, June 8, via Tom Shook)*

EXPRESS CARS

The *Eagle* has been seen carrying express cars lately, with as many of 4 or five leaving Fort Worth. Also, two cars are routinely on the rear of No. 21 as it enters Little Rock. Perhaps these will give much needed revenue

to the route and keep its future relatively secure.

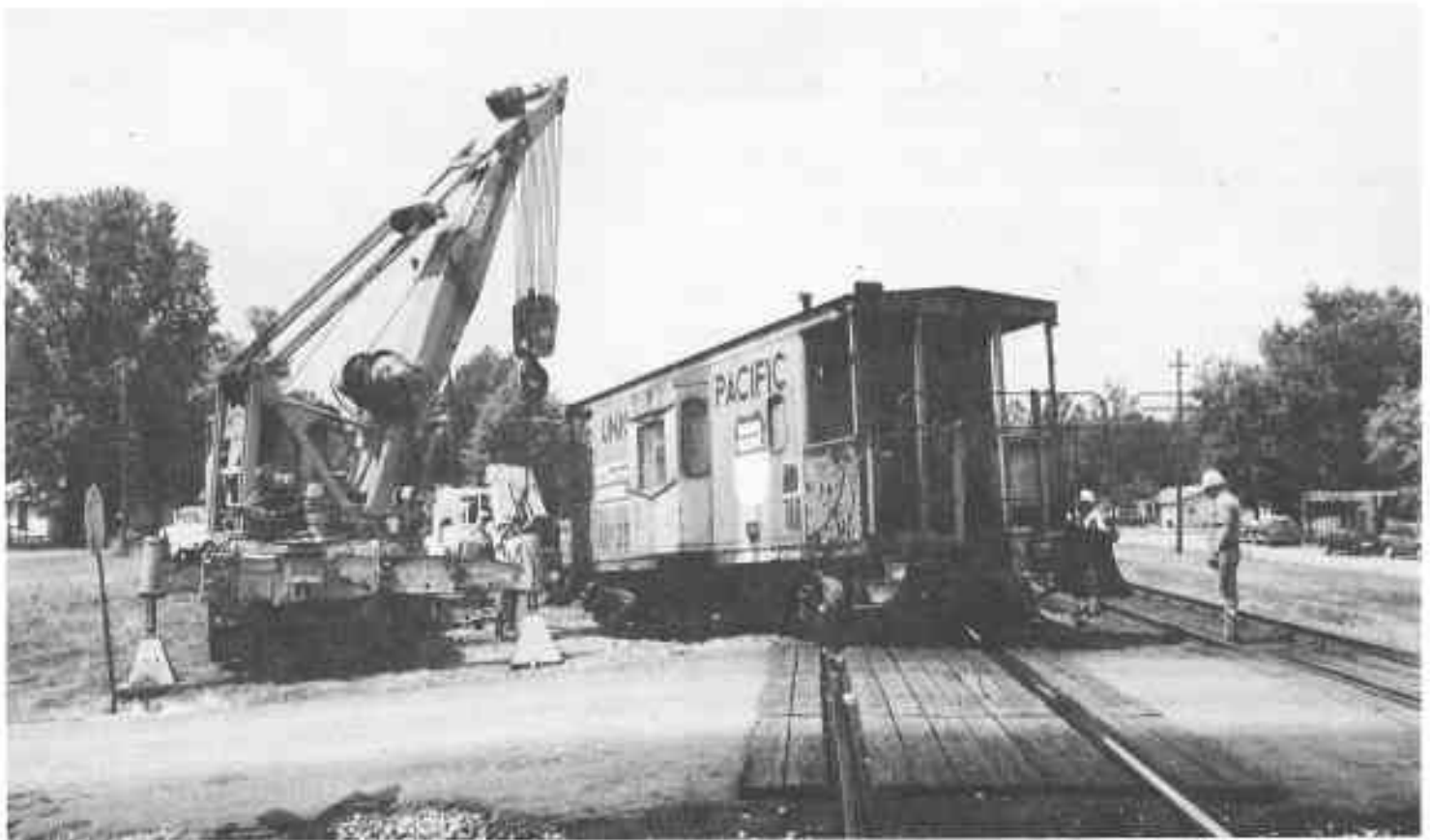
EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

DEWEY, OKLAHOMA - July 12 - The Mainline Train Show, featuring model trains, toys and various railroad stuff. Located at the Washington County Fairgrounds in Dewey, 4 miles north of Bartlesville. Admission is \$3. It runs from 9 a.m. to 4 p.m.

MAMMOTH SPRING, ARKANSAS -

August 8 & 9 - The first BIG BOXCAR BAZAAR will be held at the restored 1886 Frisco depot in Mammoth Spring State Park (next to the active BNSF). Booth spaces are available for two days at \$15 for both days. Vendors must provide their own chairs, weather cover, etc. No electricity available. You must remain with your booth overnight

on August 8. Models, collectibles, any train items welcome. Contact: Vicky E. Schoeneweis, 1886 Depot Museum Attendant, Mammoth Spring State Park, PO Box 36, Mammoth Spring AR 72554, 870-625-7364.



On June 5, 1997, Union Pacific donated this caboose to the city of Austin, Arkansas in exchange for the city closing one of its street-railroad crossings (the north crossing). This is the street that

ARKANSAS RAILROAD CLUB MEMBERSHIP ACTIVITY FORM

Membership renewal New Member Change of Address Information update
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



Arkansas Railroad Club
PO Box 9151
North Little Rock AR 72119
501-758-1340 (phone/fax)
E-mail: ken.z.rw@ix.netcom.com

Please fill out the appropriate box above

following questions after checking the



Date _____ Your birthday (optional - no year needed) _____

Name (last) _____ (first) _____ (init) _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____ E-mail address _____

Please check the appropriate boxes below:

Interests: Early Steam Era: Late Steam Era: Train chasing:
Early Diesel Era: Contemporary: Excursions:
History: Models: Photography: Artifacts:
Railroad of interest: Missouri Pacific: Rock Island: Kansas City Southern:
Cotton Belt: Amtrak: M&NA: Frisco: Southern Pacific:
Union Pacific: Burlington-Northern: Shortline (specify) _____
 Other (specify) _____

Other comments: _____

Membership dues information

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

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.



Arkansas Railroad Club
 Little Rock Chapter - NRHS
 PO Box 9151
 North Little Rock AR 72119
 Email: ken.z.rw@ix.netcom.com



501-758-1340

The Little Rock Chapter NRHS

RAILROAD CALENDAR 1998



Warren & Saline River 2-6-4 No. 1781 backing on on 5-10-1968. Warren & Saline River, Arkansas on November 27, 1968. The little train will appear on Back Street
 tracks on the 12-13-1968. To Harrogate which is still in the hands of the Back Street and comes to Warren, 1/20-1968. 1/20-1968. From
 the collection of David Crider.

The Arkansas Railroad Club's 1998 calendar consists of 14 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month and a photo on both front and back.

Railroads included are:

Reader, Arkansas & Missouri, Amtrak, BNSF, Union Pacific, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River, Helena Southwestern, Olympic Torch Train, and the Dardabelle & Russellville RR. Various photographers.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
June 1998						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

Make checks payable to: Arkansas Railroad Club

MAIL TO: Arkansas Railroad Club
 PO Box 9151
 North Little Rock AR 72119

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Please send me:

1 Calendar @ \$7.00 each _____

_____ Calendars (2-9) @ \$6.50 each _____

_____ Calendars (10 or more) @ \$6.00 each
 (Calendars are Postage Paid)

TOTAL ENCLOSED _____

STEAM RETURNS TO THE COTTON BELT ROUTE!

JOIN US ABOARD THE "BLUE STREAK SPECIAL"

TYLER, TEXAS TO PINE BLUFF, ARKANSAS (and inbetween stops), SUNDAY, NOVEMBER 9, 1997

FEATURING UNION PACIFIC'S #844 STEAM ENGINE

(the fastest mainline steam engine on the rails today!)

The train will also feature Union Pacific's famous streamlined excursion passenger cars, including dome cars - the best rail cars used on excursions today.

Our trip begins in Tyler, Texas early Sunday morning and will stop for passengers at Mount Pleasant, Texas - NEAR Texarkana, Arkansas - Camden, Arkansas - and finally arriving in Pine Bluff. A return bus will be provided at EXTRA cost. (Exact times will be sent with your tickets. Tickets will not be mailed until mid to late Summer)

Join us for a great day long trip - sit back and relax - enjoy the scenery - enjoy the company of real friendly riders - remember the train trips of years past. Food and drinks will be for sale on board the train (no alcohol allowed, however). Here is an order blank (exact times to be announced). BUS RETURNS ARE NOT INCLUDED IN THE PRICE, but they will be available at a small extra cost.

_____ TYLER-PINE BLUFF COACH TICKETS @\$150 (\$140 under 12/over 65) - Total \$ _____

_____ TYLER-PINE BLUFF DOME TICKETS @\$180 (\$170 under 12/over 65) - Total \$ _____

_____ TYLER-MOUNT PLEASANT COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

_____ MOUNT PLEASANT-TEXARKANA COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

_____ TEXARKANA-CAMDEN COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

_____ CAMDEN-PINE BLUFF COACH @\$50 (\$40 under 12/over 65) - Total \$ _____

TOTAL ENCLOSED: \$ _____

Send checks to any address below

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119
501-945-2128 (after 7 pm cst)

COTTON BELT RAIL HISTORICAL SOC
PO BOX 2044
PINE BLUFF AR 71613
870-541-1819

TRAIN TRIP
TYLER CHAMBER OF COMMERCE
407 N BROADWAY
TYLER TX 75710
903-592-1661 or 903-839-2501

(Make checks to "Arkansas Railroad Club")

(Make checks to "Cotton Belt Rail Historical Society - 15% goes to this group if purchased through them)

(Make checks to "Cotton Belt Rail Historical Society")

Do NOT call Amtrak or Union Pacific

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____