



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 27 NUMBER 3 MARCH 1996



Arkansas & Louisiana Missouri 0-6-0 #458 in Monroe, Louisiana, November 1950. *(Dave Briggs collection)*

## A CONDUCTOR'S HIEROGLYPHICS

By: Gene Hull

When passenger trains operated over the nation's railroads, each conductor was issued a small ticket punch. Each punch had a die of a peculiar size and shape to make perforations in tickets, trip reports, etc., which had to be submitted to a company auditor or other official. The conductor had to sign these forms, and in addition he punched a hole beside his signature. The peculiar shape of this hole was even more authentic than a signature. The perforation could not be forged.

The Missouri Pacific had a least 1500 different ticket punch dies. Any one of them could be quickly identified. A clerk in the auditor's office could compare a punched hole with a record book of punch markings, and he would know the name of the conductor to whom that punch had been issued.

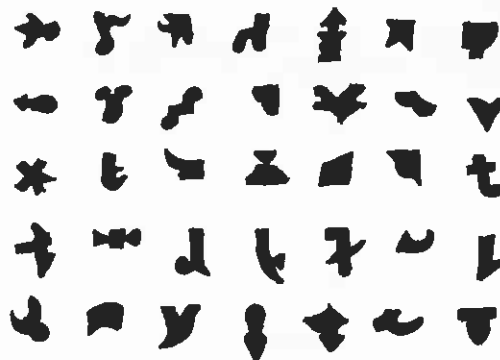
As a punch wore out, or was lost, it was voided and a new one was issued. It has been said that no two punches were identical, but that is not always true. Duplicate punches could be issued if they were not used on adjoining divisions. It was preferred they be in different districts.

The punch design was especially handy when a passenger asked for a refund on a partially used ticket. If a conductor, in those days of heavy passenger traffic, failed to write his name on a report, his ticket punch mark could quickly and surely identify him.

These strange hieroglyphics played a very important role in the hectic movement of billions of passengers in the heyday of the St. Louis, Iron Mountain & Southern - Missouri Pacific.



### MISSOURI PACIFIC CONDUCTOR'S TICKET PUNCH MARKS





## NEXT MEETING/PROGRAM



The next meeting of the Arkansas Railroad Club will be on SUNDAY, MARCH 10, at 2 p.m. in the Mercantile Bank on Main Street in North Little Rock, just across the river from Little Rock. The program will be given by WALTER WALKER and will include his famous railroad china collection. Refreshments will be served (although NOT on the china, we assume).

In the months ahead, Peter Smykla will present the April program of his railroad slides, including scenes from Fiji and New Zealand. In May, John Hodkin will give a show.

**SPECIAL ANNOUNCEMENT** - The Arkansas Railroad Club Board of Directors has authorized the first step in the preparation of a manuscript on Railroad Stations by Gene Hull, which will include related train information such as timetables, passes, consists and a historical text.

The book will have a color cover, several color pages inside and be 11 x 8½ inches (approximately 128 pages) in sections about MP/TP/IGN, Rock Island (Sunbelt Route), M&NA (Joplin to Helena), Frisco, Cotton Belt, KCS and others. The selling price will be held to just under \$20 to allow wide distribution of this information with a tentative publication date of 1997.

Please submit any copy (Xerox) you may wish to contribute by 15 March 1996 to TOM SHOOK, 1716 Alberta, Little Rock AR 72227, (501)-225-8955, for evaluation by the Publication Committee.

**1997 CALENDAR PHOTOS NEEDED BY MARCH 10** - It was decided at the February meeting that we get our 1997 calendar ready by our May 18 Show and Sale so we can sell them there. As a result, we need any Arkansas rail photos by MARCH 10, our next meeting, so the calendars can be ready by the May show. We can also sell them on any excursions we might do next October. Please send photos we might use to PO Box 9151, North Little Rock AR 72119 or bring them to our next meeting. Photos should be 3x5 or larger, black and white preferred but not necessary. **NO SLIDES**, please (you should have a print made of the slide before submitting it).

**OCTOBER U.P. TRIPS** - It's ALMOST official. **DON'T SEND ANY MONEY FOR RESERVATIONS YET!** There will be roundtrip public excursions out of Little Rock October 26 and 27 behind both the streamlined E-units and the 844, sponsored by the Pacific Limited Group with the Arkansas Railroad Club as participants (we get 10% of any ticket we sell). The train will also go from Little Rock to Branson, Missouri Tuesday, October 29. Here's the itinerary as of February 18:

Steam engine #844 will power the train from St. Louis to Little Rock, probably arriving Friday, October 25. Then on Saturday, October 26, we will have a roundtrip to Russellville behind the E-9's, leaving Union Station in Little Rock about 1 p.m. (not certain on this time yet). Prices: Economy (base of domes) - \$69; coach - \$99; dome - \$127.

Sunday, October 27: Roundtrip to Bald Knob behind the 844. Leaves Union Station 1 p.m. (to allow churchgoers to ride). Prices: Economy (base of domes) - \$59; coach - \$85; dome - \$109. The train is planned to be wye'd at Bald Knob for the return. Expect some fast running on this Union Pacific main line!

While the E's will take the train to Branson on Tuesday, October 29 (as part of an Ozarks package, including 2 days of shows and meals in Branson - \$241 - using Blake Tours of Branson), the 844 will head back to Kansas City, probably on a freight by way of Van Buren. The train will be on display near Jenk's Shops on Monday, October 28.

We don't know exactly when the 844 will pull the freight back to Kansas City, nor do we know for sure if they can wye the 844 at Bald Knob, but Steve Lee wants to run it there if they can. Remember again, that this is still not 100% official, so don't make any arrangements yet. You'll get a special mailing when we get the flyers (made by Pacific Limited). We will advertise locally next summer for the roundtrips, being reimbursed by Pacific Limited. We're also not sure if you can buy one-way tickets to Branson without the tour. We'll keep you posted.

When this becomes official, **BUY YOUR TICKETS THROUGH THE ARKANSAS RAILROAD CLUB**. We get 10% on ANY ticket we sell for Pacific Limited, even the trips over former C&NW as well as tickets for the whole

Branson tour. We're still not sure if you should make your checks out to Pacific Limited or to the Arkansas Railroad Club, but you need to mail your orders to the Arkansas Railroad Club's address in North Little Rock in order for us to get credit.

**MEMBERSHIP CARDS - GOT YOURS?** - Membership cards were inserted in this issue as well as previous issues. If you paid and did not get yours, please drop Ken Ziegenbein a line at the club's address. Also, apparently, the NRHS's membership cards were finally mailed the first part of January, delayed by a major computer outage.

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

**ken.z.rw@ix.netcom.com**

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

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

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

**MEMBER GERALD A. HOOK** was assigned January 1 to the newly created Chemical Business Unit of the Kansas City Southern Railroad, where he's worked for years. He pointed out in his Christmas letter that KCS is fighting hard to derail the proposed UP/SP merger, noting, among other things, that KCS had wanted to obtain trackage rights in Texas from UP before the announced merger plans.

**SYMPATHIES TO CAROLE SUE SCAHFER** on the death of her aunt Crystal Covington January 22.

### HARVEY HENRY RAY, 80

**BORN 1915 - DIED FEBRUARY 3, 1996**

Harvey Ray was an active member of the Arkansas Railroad Club and was at most of the meetings. He was a retired conductor of the Rock Island and member of the Rock Island Booster Club. He is survived by his wife, Montine C. Ray, a son Michael Ray, a daughter Patricia Wells and a granddaughter Nicole Wells, all of Little Rock. He also had two sisters and one brother. Memorials may be made to Grace United Methodist Church, 1601 S Louisiana, Little Rock 72206.



## WANTED:FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for

misleading ads.

**FOR SALE** - Main Street Camden and the Chamber of Commerce has a 465-page cookbook for sale benefiting the restoration of Camden's old Missouri Pacific depot. This

book also contains lots of MoPAC and Cotton Belt facts. It's printed on good paper and costs \$15.00 plus \$2.50 postage. Send orders to Main Street-Chamber of Commerce, PO Box 734, Camden AR 71701 or call 501-836-6426.

## RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

**GEORGIA - GEORGIA SOUTHERN AND FLORIDA RWY CO** - To abandon an 18-mile line extending between m.p. GS-75.0 at Bridgeboro and m.p. GS-93.0 at Camilla, in Mitchell and Worth Counties, GA. Effective February 23, 1996. (FR January 24, 1996)

**ILLINOIS - ILLINOIS CENTRAL** - To abandon 0.4 miles of line between m.p. CI-7.8 and m.p. CI-8.2 in McCook County, IL. Effective February 23, 1996. (FR January 24, 1996)

**GEORGIA - OGEECHEE RAILWAY CO** - To abandon 9.53 miles of line between m.p. L-0.0 at Cochran and m.p. L-9.53 at Hawkinsville in Bleckley and Pulaski Counties, GA. The ORC operated over the line owned by NS. Effective February 23, 1996. (FR January 24, 1996)

**MISSOURI - MISSOURI AND NORTHERN ARKANSAS/MISSOURI PACIFIC** - To abandon a segment of the Clinton Branch, known as the FPE Spur-Clinton line between m.p. 262.6 at the end of the line near FPE Spur and m.p. 267.0 near Clinton, a distance of about 4.4 miles in Henry County, MO. Effective February 25, 1996. (FR January 26, 1996)

**IDAHO - UNION PACIFIC** - To abandon 17.5 miles of line, a portion of the Idaho Northern Branch, between m.p. 7.0 at Maddens and m.p. 24.5 at Emmett, in Canyon and Gem Counties, ID. Effective February 19, 1996. (FR January 30, 1996)

**IDAHO - UNION PACIFIC** - The Rails to Trails Conservancy seeks the immediate issuance of interim trail use for a 71.5-mile rail line between m.p. 16.5 near Plummer and m.p. 7.6 near Mullan, via m.p. 80.4/00 near Wallace in Idaho. Comments due by March 14, 1996. (FR January 31, 1996)

**CALIFORNIA - SAN JOAQUIN VALLEY RR CO** - To abandon 8.25 miles of line between m.p. 263.44 at Rossi and the end of the line at m.p. 271.69 at Stratford, in Kings County, CA. Effective March 8, 1996. (FR February 7, 1996)

## ARKANSAS RAIL NEWS

### NEW RAILROAD FORMED IN OKLAHOMA

*(and possibly Arkansas) - (Howe, Oklahoma) - David Donoley, President and CEO of the new Arkansas-Oklahoma Railroad, advised on February 6, 1996 that the A-OK has completed negotiations with the Union Pacific (including concurrence from the State of Oklahoma) for operating rights on former Rock Island trackage*

between Howe and McAlester, Oklahoma. This trackage, once part of the Sunbelt route linking Memphis and Amarillo, was acquired from the Rock Island trustee by the State of Oklahoma in 1984-85. The entire segment, approximately 71 miles, was operated by the Missouri-Kansas-Texas from 1986-1988. Since that time, only the westernmost 44 miles from McAlester to Red Oak have been operated by Union Pacific to provide service

to coal mines in the Red Oak area.

The headquarters for the A-OK will be at Wilburton, OK, near the midpoint of the route. Service will be provided by a GP-9 and/or GP-16 type locomotive, initially on a tri-weekly frequency while additional traffic is being developed. **Asked whether the A-OK might actually reenter Arkansas in the future,** Donoley indicated that the need for rail service by mining, gravel and timber

interests in the Hartford, Arkansas area presented some interesting possibilities, although sufficient traffic would be needed to justify relaying almost 16 miles of track.

The name Arkansas-Oklahoma has historical significance dating back to the efforts to save the Rock Island in western Arkansas in the early 1980s. At that time, Continental Grain, the Choctaw Nation, and others were considering purchase of the Perry, AR to McAlester, OK segment, and the A-OK name was selected for that proposed railroad. Although the present corporation is unrelated to that effort, the A-OK name was retained in part for recognition of the efforts of many to save the Arkansas and Oklahoma

trackage.

Rock Island trackage from Howe, OK to Danville, AR was dismantled in 1984-85, when preservation efforts by the State of Arkansas proved ineffective. The segment from Perry to Danville was purchased by Continental Grain to preserve rail service to their feed mill in Danville, and this segment is now operated by the Little Rock & Western. The Howe to McAlester trackage narrowly escaped being scrapped at the same time. In 1985, almost 6 miles of track east of Red Oak, OK were actually sledded (rail ripped from ties by a track sled dragged behind a bulldozer) before the Governor of Oklahoma

stepped in and ordered the purchase of the property to enhance future economic development of the region. (Arkansas should have been so lucky!)

Readers of the *Arkansas Railroader* from the early 1980s may recall Dave Donoley's name being mentioned in conjunction with earlier efforts to save the Rock Island. He has been involved in a variety of proposals to restore rail service in Oklahoma and Arkansas since shortly after the Rock Island's demise in 1980. The success in creating this new A-OK suggests that persistence does occasionally pay off. (Submitted by Bill Pollard via e-mail)

## REMEMBERING WHAT WE CANNOT FORGET

All life is imperfect, and that also applies to a railroad. I've often repeated that a railroad could be a very dangerous place. One always expected the unexpected.

About 10 a.m. one morning back in the 1970s, protecting First Trick, Lewisville, Arkansas, I was at Stamps checking the L&A connection, and a 50-car setout. First 43, the first section of the Blue Streak, approached at speed, and made an emergency stop.

Wondering what had happened, I approached the diesel engine and noticed blood splattered over its' front. The engineer was in a state of shock, and remained motionless in his seat.

At North Stamps there is a hill, and the road descends to the railroad crossing, enroute to Lake June. A little 10 year old girl, riding her bicycle, had been struck at that crossing.

Sadly, I drove back to Lewisville and the company phone was ringing as I entered the office. When I told the Chief Dispatcher the little girl had not survived, you could sense the sorrow on the other end of the line.

All life is imperfect.

(Submitted by P. B. Wooldridge)

(Editor's note: It's extremely important that we educate children at an early age on the dangers of railroad crossings and illegal trespassing on railroad property. This is one thing Operation Lifesaver strives to do)

### SPAGHETTI WAREHOUSE CLOSES

(Little Rock) - Spaghetti Warehouse, a chain restaurant, closed its' Little Rock eatery February 4 along with 7 others across the country. As you know, it was located in the renovated Rock Island Choctaw Depot off Second Street in Little Rock. Plans for the building now are uncertain, but the regional director of Shaghetti Warehouse said he might try to buy the building and operate it as a franchise. It opened in October 1990 with Arkansas Railroad Club members invited for a free meal to give their new wait staff experience. My wife and I went for a last

meal February 3, meeting Bill Eldridge and his wife there. It was full, but business has fallen off to only \$95,000 a month last year as opposed to \$143,000 a year in 1991. (Arkansas Democrat-Gazette February 7, 1996 by Don Chaney)

### OLYMPIC TORCH TRIP DATES

Here's a schedule of the Olympic Torch trip, scheduled to go from Los Angeles to Atlanta this spring and summer, partly carried by UP's streamliner. MAY 19: Stillwater, Oklahoma, Oklahoma City; MAY 20: Fort Worth, Dallas and Waco, Texas; MAY 21:

College Station and Houston Texas. MAY 22: Beaumont and Lake Charles, Louisiana; MAY 23: Lafayette, LA; MAY 24: New Orleans; MAY 25: Jackson MS; MAY 26: Vicksburg, MS, LITTLE ROCK, AR, Memphis, TN. Skipping ahead, JUNE 26: Knoxville TN, JUNE 27: Nashville, TN; JUNE 28: Huntsville AL, JUNE 29: Birmingham AL; JUNE 30: Montgomery AL; JULY 1: Panama City FL; JULY 2: Tallahassee and Gainesville FL; JULY 3: Tampa FL; JULY 4: Sarasota FL; JULY 5: Miami FL; JULY 6: West Palm Beach FL; JULY 7: Melbourne FL; JULY 8: Orlando

and Daytona Beach FL; JULY 9: St. Augustine and Jacksonville FL. (These are the dates the Olympic Committee has requested historical weather data for as the torch passes through each city).

#### UP/SP SPECIAL

(Stuttgart) - Union Pacific and Southern Pacific ran a special dignitary train through Arkansas in mid February to answer questions about the proposed UP/SP merger and how it would affect customers. Here is its' consist as it went through Stuttgart February 13, courtesy of Jim Bennett. SSW 8079, SP 8007, UP 205 (Generator car), UP 314 *Columbia River* (sleeper), UP 610 *Portola* (sleeper), UP 201 *Wyoming* (sleeper), UP 302 *Overland* (diner-lounge), UP 4808 *City of New Orleans* (diner), UP 9004 *Harriman* (dome-lounge), UP 9005 *Walter Dean* (dome-lounge), UP 101 *Pocatello* (business car).

#### \$1000 REWARD OFFERED

The Arkansas & Missouri Railroad is offering a \$1,000 reward for information leading to the person who tried to derail an

A&M freight October 26 while it was on a stretch of track known as the Devil's Eyebrow in northwest Arkansas. The FBI is investigating. Anyone knowing who did this should call the FBI in Fayetteville at 501-443-3181 or Little Rock 501-221-9100 or the Benton County Sheriff's office 501-271-1009. (Arkansas Democrat-Gazette, February 8 via Jonathan Royce)

#### THANKS FOR PHOTO

Thanks to David A. and David E. Narracong for sending in the photo of a UP freight passing over the Highway 7 bridge in Arkadelphia last January. The caption talked about the upcoming merger. The paper was the *Daily Siftings Herald*.

#### OVERPASS DEBATED

(Jacksonville) - Once again, city officials would like to build an overpass over dual Union Pacific tracks in downtown Jacksonville. The city could apply for ISTEAF funds. The cost would be at least \$3.5 million. Jacksonville voters defeated an overpass vote in 1985. (Arkansas Democrat

*Gazette, February 12)*

#### "ONE-WAY" TRACKS

In a press release from Union Pacific (via regular mail), if the proposed UP/SP merger goes through, Union Pacific's line through Arkansas would handle mostly northbound traffic while the SP line through Pine Bluff would be mostly southbound traffic. This would allow trains to operate faster and more efficiently, according to the UP.

At the same time, a new \$2.5 million intermodal facility will be constructed in Texarkana to handle customers in Texarkana, Marshall and Longview, Texas and Shreveport. \$9.2 million will be spent to construct five new connections at Camden, Pine Bluff and Texarkana and the connection at Fair Oaks, Arkansas will be upgraded. \$1.7 million will be spent on upgrading signals and tracks between Pine Bluff and North Little Rock. UP's locomotive repair facilities at North Little Rock will repair mainly EMD engines. GE locomotives will be repaired at SP's Denver facility. SP's repair facility in Pine Bluff will remain open.

## GENERAL RAIL NEWS

#### CONRAIL TO SELL LINES

Conrail said January 25 that it plans to sell 1,800 miles of lightly used freight-rail lines, or about 15 percent of its 11,000-mile system. More than 90 percent of these lines are in Connecticut, Michigan, Pennsylvania, Indiana, New York, New Jersey and Ohio. (Various news sources)

#### UP EXPANDS INTERMODAL

Union Pacific announced January 31 that it will expand its intermodal service between Eastern cities served by Conrail and 16 cities in Mexico, through the St. Louis gateway. UP's Passport intermodal service was begun in October 1994 to reduce travel time. Passport service, in conjunction with TransMex/USA, provides rail service to Laredo, Texas with movement to Mexican destinations contracted to Mexican Motor Carrier.

Each load is assigned a specific number so it can clear customs faster. Conrail and Norfolk Southern both also have the Passport service. (UP news release via UP's World Wide Web page)

#### UP/ILLINOIS CENTRAL REACH ACCORD

Union Pacific and Illinois Central agreed in early February on a variety of marketing and operational issues associated with the proposed UP/SP merger with IC agreeing not to oppose this merger as a result. This agreement focuses on interchange of traffic in the Chicago area, rebuilding certain facilities in the New Orleans area and some trackage rights details. IC will be sold SP's interest in the line between Church and Valley Junction in Illinois with UP/SP having trackage rights on the line.

IC agrees not to oppose the merger, with UP/SP negotiating first with IC if additional competition beyond the BNSF agreement is imposed by the Surface Transportation Board. (UP news release via the Internet)

#### CSX PLANS TO SPEND \$700 MILLION

CSX plans to spend \$700 million in improvements in 1996. Plans include continuing with the AC locomotive acquisition by taking delivery of 83 new 4,400 hp AC engines as well as production of 6,000 hp units. The company will acquire more than 240 auto carriers, 200 50-foot boxcars and 130 65-foot gondolas. It will repair 1,100 boxcars, 250 jumbo covered hoppers, 200 small cube covered hoppers and 380 auto carriers. Its' Raceland, Kentucky repair



facility plans to refurbish about 5,900 rail cars in 1996.

CEO A. R. "Pete" Carpenter said the railroad handled 18 percent more carloads in 1995 with 2 percent fewer cars than in 1993. CSX will spend \$15 million in signal enhancements and almost \$200 million in new and upgraded track systemwide. Plans call for more than 300 miles of rail, 1.8 million crossties and more than 5,000 miles of resurfaced track. CSX has 29,000 employees and 18,800 miles of track in 20 states, mainly in the eastern part of the country. (CSX news release January 22, 1996 via the Internet)

### CSX HAS RECORD FOURTH QUARTER

CSX's fourth quarter earnings in 1995 surged to a record \$276 million, 15 percent higher than the same period in 1994. Operating income for all of 1995 totaled \$1.2 billion. Net earnings for the year was \$618 million. (CSX news release via the Internet)

### UP 1995 CARLOADINGS

Union Pacific/CNW had 5.6 million carloads in 1995, generating total revenue of \$6.3 billion, up 4 percent over 1994. However, UP's fourth quarter carloadings were off 2.2 percent from last year. If you have access to the Internet and World Wide Web, Union Pacific now has its own OFFICIAL home page, with latest news, news releases, archive photos, company store, etc. Its address is: "http://www.uprr.com/". (UP INFO)

### CONRAIL HAS NET LOSS

Conrail had a fourth quarter loss of \$30 million after special charges and buyouts. Had the special charges, due partly to the disposition of some assets and rail lines, not be imposed, Conrail would have earned \$146 million in the quarter. (Conrail news release January 24 via the Internet)

### BNSF DERAILMENT ON CAJON

The derailment and fire of a BNSF freight going down Cajon Pass February 1 prompted the Federal Railroad Administration to issue an emergency order February 6 requiring railroads to equip their trains operating in the Cajon Pass with the means to apply rear braking in the event of an air-brake-line blockage. Early reports indicate that such braking systems weren't operable on the derailed BNSF train. Under the order, railroads must use a two-way, end-of-train braking system, which allows the locomotive engineer to apply brakes from the rear of the train, and continually provides the engineer with important information about the braking system's condition. BNSF has reportedly stationed helpers on the hill to act as cabooses for those trains without the special EOT devices. (Via Bart Jennings, Jonathan Royce and UP news release February 9 via the Internet - it was on February 9, 1825 that John Stevens' first locomotive operated on a half-mile round track at Hoboken, NJ)

### MASSIVE FLOODING IN THE NORTHWEST

Massive flooding in Oregon and

Washington virtually shut down railroads in the area the week of February 5th. BNSF shut down its line from Vancouver to Seattle. UP shut its line along the south bank of the Columbia River due to mud slides.

### KIAMICHI REACHES 50,000

The Kiamichi Railroad handled 50,718 carloads in 1995, a record for them. Carloadings from all their sources increased, including 3,981 carloads of local freight. They may eventually purchase other branch lines as BNSF and UP and SP begin to sell off some of theirs. (Kiamichi Corner, January 1996)

### UTU OPPOSES MERGER

The United Transportation Union, among 28 other unions, are opposing the UP/SP merger, saying it will stifle competition, costing around 5,000 jobs, while abandoning miles of duplicate track. They want Congressional hearings on the subject. (UTU News)

### HUGE SETTLEMENT

A Crow Indian Tribal Court on February 6 awarded the family of three people who were killed when they drove in front of a BN freight \$250 million in damages. Of an interesting note, family members were allowed to sit on the jury and BN was reportedly denied the right to properly defend themselves. The train was going 19 mph below its speed limit and was blowing its horn. BN was shocked by the verdict and will appeal. (Bart Jennings)

## AMTRAK NEWS

### FATAL "CAPITOL" CRASH

(Silver Spring, Maryland) - On a snowy Friday evening, February 16, Amtrak's Capitol Limited collided head-on with a Maryland MARC commuter train. They both were moving, Amtrak having just left Washington DC on its way to Chicago, the commuter train heading east

toward Washington. They met at "Georgetown Junction." Eleven people were killed on the commuter train, no serious injuries on Amtrak. Amtrak's lead engine, #255, burst into flames. Investigators were trying to determine why both trains were on the same track (CSX dispatches this area from

Jacksonville, Florida). Late reports Sunday, February 18 said that the MARC commuter was speeding at 63 mph 1,100 yards before it went into emergency, hitting the Amtrak engine about 40 mph. Amtrak was going 30 mph and was just starting to cross over onto the right-hand track again after having passed a freight



Most of the victims were young Job Corps trainees traveling home from West Virginia. All 17 passengers on the commuter train were Job Corps students. The *Capitol* had 175 paying passengers.

The Amtrak train departed Union Station in Washington on the right-hand track, but was switched to the left track to pass a stopped freight. The MARC train

was inbound on the same left track. After passing the freight, Amtrak was being switched back to the right when the collision occurred.

#### NEW AMTRAK STOP?

*(Tunica, Mississippi)* - Gambling/casino town Tunica, Mississippi might be getting an Amtrak

stop close to it soon. The Tunica Chamber of Commerce is trying to have Amtrak's *City of New Orleans* stop at Bank, Mississippi, four miles away from Tunica. There would be dedicated rides to the casinos/hotels. This probably would be a long ways off, however. (*Memphis Business Journal*, via Don Weiss)

## EXCURSIONS/SHOWS/EVENTS OF OTHER GROUPS

**PINE BLUFF, ARKANSAS** - Saturday, April 13, 1996, 10 a.m. to 5 p.m. - Railroader's Train Meet at the Cotton Belt Rail Historical Society Museum in Pine Bluff, includes toy trains, railroad memorabilia, miniature train rides, door prizes - 4-8-4 steam engine #819 will be steamed up - admission is a donation to the Museum - tables are \$10 to rent - contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-888-5655.

**WOODLAND, CALIFORNIA** - Sunday, May 5 - The Yolo Shortline Railroad will inaugurate steam excursion service between Woodland and Clarksburg, California, 40-mile roundtrip, using ex-Southern Pacific 1233, an 0-6-0 built by Baldwin in 1918 and designated Class S-10. This engine was on static display until last year - will run over the former interurban line Sacramento Northern, so it's the first ever revenue steam operation on this track - tickets \$90 - call 916-372-9777.

**LITTLE ROCK, ARKANSAS** - Saturday, May 18 - Arkansas Railroad Club's annual show and sale at the Robinson Center on Markham Street in Little Rock - all kinds of railroad artifacts, model trains - admission is \$3 adults, children FREE - tables are \$25 for one, \$20 each for two, \$15 each for three or more - to rent tables, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**CHARLOTTE, NORTH CAROLINA** - June 17-23 - 1996 NRHS Convention - trips include steam on Great Smoky Mountains Railway from Dillsboro to Andrews on June 18; VIP tour of restored Spencer Shops Roundhouse on June 19; rare mileage trip via Amtrak on CSX from Monroe to Acme through Hamlet on June 20; seminar/train show/barbecue dinner on the grounds on June 21; rare mileage Amtrak trip on CSX from Monroe to Greenwood SC over the ex-SAL mainline on June 22; Amtrak circle trip from Charlotte over excursionless NS over Blue Ridge via the loops at Old Fort and return down Saluda grade on June 23 - these excursions include the nation's steepest mainline grade, the country's longest tangent track and biggest remaining roundhouse, all in one week - Registration fee is \$20 per NRHS member, checks payable to Piedmont-Carolinas Chapter NRHS - mail to 1996 NRHS Convention, PO Box 297, Spencer NC 28159 or call 704-647-0508. (*from official convention publicity news release*)

**LITTLE ROCK, ARKANSAS** - August 16-17-18 - The Rock Island Technical Society's ANNUAL national meeting, to be held in Little Rock for the first time with the newly established local Rock Island group hosting - swap meet on Saturday, August 17 with other activities on other days - meeting place and times not yet determined.

**STRASBURG, PENNSYLVANIA** -

October 11-13, 1996 - Symposium celebrating the 150th anniversary of the Pennsylvania Railroad's charter in 1846 - If you'd like to submit a paper on the history of the PRR, submit a 500-word abstract and one-page CV by April 1, 1996 to R. L. Emerson, Director Railroad Museum of Pennsylvania, Box 15, Strasburg PA 17579 - for more information on the Symposium itself, call 717-687-8628.

**FLIPPIN, ARKANSAS** - Fridays, Saturdays, Sundays through March, more frequently rest of year - White River Railway excursions - leaves Flippin 8:30 a.m. and 1:30 p.m. and Calico Rock 10:50 a.m. on roundtrips - runs on the scenic White River line of the Missouri & Northern Arkansas (ne. Missouri Pacific) - prices are \$22 adults, \$14 child, \$20 senior - call 800-305-6527 for reservations, or write White River Railway, L.C., PO Box 1093, Flippin AR 72634.

**CHATTANOOGA, TENNESSEE** - Weekends much of year - sixteen trips scheduled by the Tennessee Valley Railroad, many into northwest Georgia on the Chattooga (not a misspelling) & Chickamauga Railway shortline - uses steam engines 610 and 4501 as well as diesel 1829 - these *Dixie land Specials* will be daylong, roundtrips and includes lunches - call 423-894-8028 or write TVRM, 4119 Cromwell Rd, Chattanooga TN 37421. ~~423-894-8028~~

TABLE 42  
1-9-52

**FT. SMITH AND PARIS**  
Via Missouri Pacific Bus Lines  
Rail tickets honored—Remains cannot be handled.

Miles		Bus Daily	Bus Daily	Miles		Bus Daily	Bus Daily
0	Lv FT. SMITH	8.00	4.30	0	Lv PARIS	11.00	
10	Lv Barling		f	9	Lv Ratcliff	11.14	
11	Lv Camp Chaffee	8.14	4.45	13	Lv Branch	11.21	
13	Lv Central City		f	18	Lv Charleston	11.29	
18	Lv Lavaca		4.53	23	Lv Ursula	f	
19	Lv Bloomer		5.00	28	Lv Bloomer	11.41	
23	Lv Ursula		f	29	Lv Lavaca	11.48	
28	Lv Charleston	8.40	5.12	33	Lv Central City	f	
33	Lv Branch		5.20	35	Lv Camp Chaffee	11.56	
37	Lv Ratcliff		5.27	36	Lv Barling	f	
46	Ar PARIS	9.06	5.42	46	Ar FT. SMITH	12.10	

TABLE 43  
7-22-50

**HOPE AND NASHVILLE**

Miles		Bus Daily	Bus Daily	Miles		Bus Daily	Bus Daily
0	Lv HOPE	8.00	2.30	0	Lv NASHVILLE	9.40	4.30
9	Lv Washington	8.20	2.50	10	Lv Ozan	10.00	4.50
15	Lv Ozan	8.30	3.00	16	Lv Washington	10.10	5.00
25	Ar NASHVILLE	8.50	3.20	25	Ar HOPE	10.30	5.17

TABLE 44  
4-23-51

**ALGIERS AND VENICE**

Miles		Bus Daily	Bus Daily	Bus Daily	Miles		Bus Daily	Bus Daily
0	Lv ALGIERS	7.50	3.50	6.50	0	Lv VENICE		6.35
8	Lv Belle Chasse	8.17	4.17	7.17	12	Lv Triumph		7.10
27	Lv Myrtle Grove	8.50	4.50	7.50	14	Lv Buras	6.15	7.15
47	Lv Port Sulphur	9.23	5.23	8.23	29	Lv Port Sulphur	6.44	7.46
62	Lv Buras	9.50	5.50	8.50	49	Lv Myrtle Grove	7.18	8.20
64	Lv Triumph	9.55		8.55	67	Lv Belle Chasse	7.47	8.51
76	Ar VENICE	10.30		9.30	76	Ar ALGIERS	8.10	9.15

TABLE 45  
1-30-52

**HOUSTON, ANGLETON AND FREEPORT**  
Via Missouri Pacific Bus Lines  
Rail tickets honored—Remains cannot be handled.

	Bus Daily	Bus Daily	Bus Daily	Bus Daily		Bus Daily	Bus Daily	Bus Daily	Bus Daily
Lv HOUSTON (Bus Sta.)	5.15	10.30	3.15	5.45	Lv FREEPORT	8.10	11.10	4.20	7.00
Lv Alameda	f	10.55	3.49	6.10	Lv Velasco	8.15	11.15	f	7.05
Lv Fresno	f	11.02	3.47	6.17	Ar Angleton	8.50	11.45	5.15	7.40
Lv Arcola	f	11.06	3.51	6.21	Lv Angleton	8.50	12.15	5.15	7.40
Lv Hawdon	f	11.08	3.53	6.23	Lv Anchor				
Lv Juliff	f	11.11	3.56	6.25	Lv Chenango				
Lv Sandy Point	f	11.19	4.04	6.34	Lv Sandy Point	9.16		f	8.06
Lv Chenango					Lv Juliff	9.24		f	8.14
Lv Anchor					Lv Hawdon	9.27		f	8.17
Ar Angleton	6.15	11.45	4.30	7.06	Lv Arcola	9.29		f	8.19
Lv Angleton	6.15	11.50	4.30	7.06	Lv Fresno	9.33		f	8.21
Lv Velasco	f	12.20	5.00	7.38	Lv Alameda	9.40		f	8.30
Ar FREEPORT	7.00	12.50	5.10	7.45	Ar HOUSTON (Bus Sta.)	10.05	1.15	6.25	6.55

TABLE 46  
12-7-52

**PHELPS AND HUNTSVILLE**

Miles		Frt. Ex. Su.	Bus Daily	Bus Daily	Miles		Frt. Ex. Su.	Bus Daily	Bus Daily
0	Lv PHELPS	2.45	9.00	5.25	0	Lv HUNTSVILLE	7.00	8.25	4.45
7	Ar HUNTSVILLE	3.15	9.25	5.50	7	Ar PHELPS	7.30	8.50	5.10

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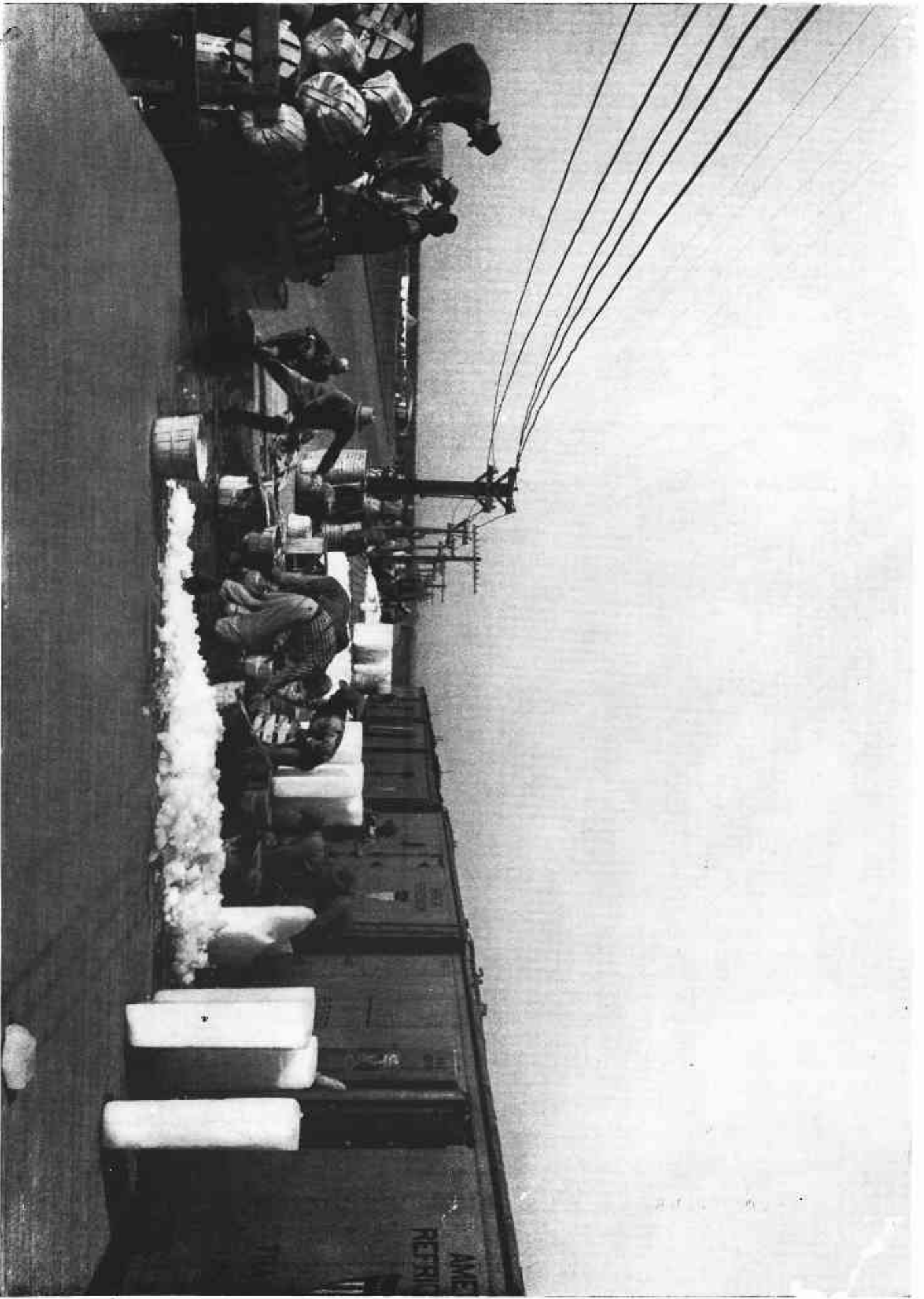
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R. J. McDERMOTT  
Vice-President  
Missouri Pacific Bus Lines  
St. Louis, Mo.





43. Loading Spinach into a Refrigerator Car

Courtesy of F.S.A., Photo by Lee

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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, MARCH 10 at the Twin City Bank 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 \$20/year for Arkansas residents and also \$20/year for out-of-state. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year. The **RAILROADER** is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119.

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.

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P. O. BOX 9151  
NORTH LITTLE ROCK AR 72119



Newsletter and FAX phone: (501)-758-1340  
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