



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 28 NUMBER 5 MAY 1997



**A COSMIC EVENT:** Union Pacific Centennial #6938 and the famous comet Hale-Bopp as seen on April 1, 1997 in front of the Jenk's Shops in North Little Rock. The timed exposure was made by John C. Jones. He shot the engine first, then zoomed in on the comet to get this spectacular shot.



**TOP** - A view from the overpass showing various Southern Pacific (Cotton Belt) buildings in the yards at Pine Bluff soon to be demolished. The building to the left and the two next to the tracks are to be razed sometimes this year. The large building in the center is home to the Cotton Belt Rail Historical Society and Cotton Belt #819 and this building will probably be preserved. **BOTTOM** - SP 4863 and 7115 heads a Little Rock local out of Pine Bluff in April 1997. *(Both photos by John C. Jones)*

**1997 OFFICERS OF THE ARKANSAS RAILROAD CLUB**

PRESIDENT - Craig Gerard, 2011 Aztec Dr, Bldg 16 #6, N Little Rock AR 72116-4470(501-835-6758)  
VICE-PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)  
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)  
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NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)  
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)  
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)  
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)  
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)  
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)  
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)

**NEXT MEETING/PROGRAM**

**NOTE CHANGE OF MEETING DATE - THIS MONTH ONLY**

The next meeting of the Arkansas Railroad Club will be on SUNDAY, MAY 18 at the usual place, the Mercantile Bank on Main Street in North Little Rock, just across the street from the Riverfront Hilton. It begins at 2 p.m. This is different from our normal second-Sunday meeting due to the second Sunday in May being Mother's Day.

The program will be given by JIM WAKEFIELD. He will show super-8 sound movies on various railroad subjects that he has either taken or bought.

Future meetings will be given by John Toler (June) and Jim Bennet (July). Tom Shook may give the Christmas program. We will once again meet at Peter Smykla's Paperton Junction Southern Railroad near Pine Bluff in September with an excursion. August, October and November still are open.

Also, 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.

**MEETING NEWS (April 13)** - The flyer for our book covering Arkansas depots and consists will be ready by the Show and Sale in June. There will be a special price for early purchasers. - Craig Gerard's mother holding her own. - Bill Church is adjusting well to his new convalescent home in Lonoke. - Fay Jean Royce had hip replacement surgery recently, which went well. She is now at her mother's home doing fine.

**NEW PHONE # FOR OUR PRESIDENT** - President Craig Gerard's new phone number is 835-6758.

**GREAT RAILWAY JOURNEYS TO BE REBROADCAST** - AETN will rebroadcast the series *Great Railway Journeys* May 23, 26-30 from noon to 1 p.m. They will also continue giving the Arkansas Railroad Club sponsorship credit before and after each showing with NO additional costs to the club.

**THANKS** to JIM JOHNSON for continuing to send me Operation Lifesaver articles and for a Cotton Belt jacket he had found. Also for the 1996 Kansas State Railroad Map.

## G. R. MASSEY

**Born:** February 12, 1920 in Hot Springs    **Died:** September 16, 1996

G. R. Massey was a World War II veteran, serving in the Aleutian Islands for three years. He loved steam engines and had ridden behind steam in Arkansas, Tennessee, New Mexico and Colorado. He read everything he could about railroads, trains and steam engines. He was a CPA in Sherwood and Little Rock years ago. He is survived by his wife, three children, four grandchildren and 1 great-granddaughter.

**ANOTHER STREAM EXCURSION - PART 3** - As of this writing (April 16), no final word has been received from Union Pacific on the possible fall 844 trips. It's likely that the trip will go from Houston-Tyler-Texarkana-Pine Bluff-Jonesboro in early November over former Cotton Belt tracks.

**RAILROADER ON THE 'NET** - I now put the text portion of the *Arkansas Railroader* on the Internet, along with the latest railroad abandonment news and latest weather maps. I'll include any news of the possible 844 trip next November on this web page as well. The address is: <http://www.netcom.com/~ken.z.rw/weather/trains.html>

**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.

**1997 SHOW AND SALE** of the Arkansas Railroad Club will be held in conjunction with the NMRA Regional Meeting on **June 21, 1997**. The NMRA's convention begins on June 19 and lasts through the 21st. Location will be the Robinson Convention Center in Little Rock. Our Railroadiana Show & Sale will be on the 21st. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.

**NMRA INFORMATION** - If you want information on the National Model Railroad Association convention in Little Rock June 19-21, contact Tom Shook, PO Box 7650, Little Rock AR 72217.

**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.

**CALENDARS FOR 1998** - The 1998 calendar has gone to the printers. It'll include 14 black & white photos of various railroads in Arkansas. It will include the following railroads: BNSF, Union Pacific, Reader, Arkansas & Missouri, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River (1960), Helena Southwestern, Olympic Torch Train, Dardanelle & Russellville, plus a couple of surprises. Prices will once again be \$7.00, which includes postage.

**SCRAP YARD?** - Member C. Cary Nettles of Tennessee related the following story about what unthinking individuals can do. A man was observed by a train crew near Columbia, Tennessee placing a ladder across the tracks and when he was approached he said that he wanted the ladder cut up so he could take it to the scrap yard. The railroad police arrested him for trespassing, endangering a train and possession of a stolen item.

**SUPPORT NEEDED** - Mary Cohoon of Russellville said the Russellville depot's acquisition by the city from the Union Pacific is in jeopardy and that the city council will have a vote on it sometimes in May. Some of the problem stems from liability wording and moving of the structure. She asks that anyone who wants to could write the Russellville City Hall, PO Box 428, Russellville AR 72801-0428 giving their support of the depot.

**MAY BIRTHDAYS** - Robert J. Tillman (May 3); Boyd T. Pyle, Sr (May 3); Scott K. Watson (May 4); William H. Vogt (May 4); David A. Dion (May 29); Stephen R. Strauss (May 31). *May you always blow smoke out your ears.*

**DEADLINE** for the June *Railroader* will be Sunday, May 18 at the meeting. Target date for mailing this issue: April 28.

## 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** - 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](mailto: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](mailto:ken.z.rw@ix.netcom.com).

## 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.

**OREGON - IDAHO NORTHERN & PACIFIC RR CO** - To abandon 60.48 miles of line known as the Joseph Branch line, in Wallowa and Union Counties, Oregon. Effective April 17, 1997. (FR March 18, 1997)

**WEST VIRGINIA - CSX** - To abandon 10.83 miles of line between m.p. CLF-51.76 at Sharples and m.p. CLF=62.59 at Kelly, West Virginia. Effective April 23, 1997. (FR March 24, 1997)

**KANSAS - UNION PACIFIC** - To abandon 99.0 miles of line known as the Plainville-Colby Line between m.p. 102.0 near Plainville and m.p. 201.0 near Colby, Kansas. Effective April 28, 1997. (FR March 28, 1997)

**WISCONSIN - WISCONSIN CENTRAL LTD** - To abandon .64 miles of line known as the Abbotsford Line, between m.p. 303.37 and m.p. 304.01 in Abbotsford, Wisconsin. Effective May 1, 1997. (FR April 1, 1997)

**OHIO - CSX** - To abandon 0.7 miles of line between m.p. 16.0 and m.p. 15.3 in Canton, Ohio. This line was operated and leased by the Wheeling & Lake Erie Railway Company. Effective May 1, 1997. (FR April 1, 1997)

**PENNSYLVANIA - OIL CREEK & TITUSVILLE LINES** - To BEGIN OPERATING a formerly abandoned line (abandoned by Conrail) between m.p. 102.3 at Meadville and m.p. 60.5 at Corry, Pennsylvania, 41.8 miles. The line had been acquired by the Northwest Pennsylvania Rail Authority and the Oil Creek and Titusville Line will operate under this Authority. Became effective March 11, 1997. (FR April 1, 1997)

**KANSAS - MISSOURI PACIFIC** - To abandon 33.4 miles of line between m.p. 496.3 at Jamestown and m.p. 529.7 at Burr, Kansas. This line had been operated by Kyle Railroad Company. Effective May 4, 1997. (FR April 4, 1997)

## ARKANSAS RAIL NEWS

### WHITE RIVER RAILWAY SCHEDULE

*(Norfolk)* - The White River Scenic Railway will begin new operations May 1. Here's the proposed new schedule *(thanks to John Jones for this information)*:

#### MONDAY, WEDNESDAY, FRIDAY, SUNDAY

DEPART	NORFORK	8:30	12:00	15:30
ARRIVE	CALICO ROCK	9:05	12:35	16:05
DEPART	CALICO ROCK	9:30	13:00	16:30
ARRIVE	SYLAMORE	10:05	13:35	17:05
DEPART	SYLAMORE	10:20	13:50	17:20
ARRIVE	CALICO ROCK	10:55	14:25	17:55
DEPART	CALICO ROCK	11:00	14:30	18:00
ARRIVE	NORFORK	11:35	15:05	18:35

#### TUESDAY, THURSDAY, SATURDAY

DEPART	NORFORK	8:30	12:00	15:30
ARRIVE	COTTER	9:30	13:00	16:30
DEPART	COTTER	9:35	13:05	16:35
ARRIVE	FLIPPIN	9:45	13:15	16:45
DEPART	FLIPPIN	10:15	13:45	17:15
ARRIVE	COTTER	10:25	13:55	17:25
DEPART	COTTER	10:30	14:00	17:30
ARRIVE	NORFORK	11:30	15:00	18:30

### ARTRAIN SCHEDULE

Thanks to Mary Cohoon of Russellville and Artrain, Inc, here is the schedule of Artrain in this area for 1997. An explanation of Artrain will follow along with its' railroad car history.

<b>APRIL 24-26</b>	WYNNE, AR (not in time for newsletter deadline, sorry)
<b>MAY 1-4</b>	ROGERS, AR
<b>MAY 8-11</b>	SAPULA, OK
<b>MAY 15-18</b>	WICHITA, KS
<b>MAY 22-25</b>	DUNCAN, OK
<b>MAY 29-JUNE 1</b>	IRVING, TX
<b>JUNE 4-5</b>	LITTLE ROCK, AR
<b>JUNE 7-8</b>	McGEHEE, AR
<b>JUNE 10-11</b>	PINE BLUFF, AR
<b>JUNE 13-15</b>	HOT SPRINGS, AR
<b>JUNE 17-18</b>	RUSSELLVILLE, AR

**JUNE 21-24** FORT SMITH, AR  
**JUNE 28-29** COTTER, AR  
**JULY 3-6** CLINTON, MO  
**JULY 10-13** LAWRENCE, KS

Artrain, sponsored by Chrysler Corporation in cooperation with the Smithsonian Associates and the Smithsonian Institution Traveling Exhibition Service, features a collection of artworks by world-renowned artists that commemorate events of national and international significance since 1971. The Artrain has been in operation since 1971. Artworks in the upcoming exhibit include: *History of Flight* by Lowell Nesbitt, *Fragile Crossing* by Luis Cruz Azaceta, *Flowers for a Country* by Mindy Weisel, and *Children with Flowers* by Elizabeth Catlett. There are also 23 additional artists on display.

Artrain has already visited 38 states and 500 cities since it started in 1971, starting as a project of the Michigan Council for the Arts and ending up nationwide. When it started, \$850,000 was provided to transform five rail cars into a mobile museum, the money coming from individuals, businesses and foundations. The train's visits have sparked downtown restorations, depot renovations, and individual creations.

Artrain is the only touring art museum in a train. The various railroads donate their services to power and run the train. A history of the cars:

**CAR I (galley car)** is the oldest car in the train, built by Pullman in May, 1924 as an 80-seat passenger coach for the B&O. It has the 3-axle design; **CAR II (gallery car)** is another heavyweight built by Pullman for the B&O in 1930. It was modernized in 1956; **CAR III (gallery and museum shop)** was acquired from the Grand Trunk Western in 1984, built by Pullman in 1950 as a 44-seat streamlined coach for Union Pacific. It had been used in commuter service around Detroit; **CAR IV (studio and diesel generator car)** is a former Grand Trunk Western baggage car, built in 1950 by American Car and Foundry for the Santa Fe and was sold in 1968 to the Ice Capades. It may have been an RPO; the **CABOOSE** was built in 1975 for the DT&I. Artrain's original caboose was a wooden one built in 1906 for the Michigan Central.

#### **ARGENTA ROCK ISLAND DEPOT**

(North Little Rock) - While driving by on April 16, I spotted a construction crew beginning the renovation of the old Rock Island Argenta Depot in North Little Rock (off of Broadway). The grant money finally arrived. The crew had the rood off and was beginning cleaning the inside. He said they'd be through sometimes this fall. The depot should look exactly as it did when new, he said.

#### **PINE BLUFF CAR SHOPS CLOSED**

Union Pacific announced April 11 that it plans to shut down the old Southern Pacific heavy car repair shops in Pine Bluff by mid-July and transfer 52 former SP employees to another shop in DeSoto, Missouri. This was expected for some time. Any employees that choose not to accept the transfer will not receive severance pay. There are no plans to eliminate or transfer any of the remaining 900 rail workers in Pine Bluff. UP spokesman

John Bromley said that eventually 15 engineers and 17 trainmen will be added to the UP in Pine Bluff.

Shops in Pocatello, Idaho and Sacramento, California will also be closed by mid-July. The jobs from Pocatello will be transferred to DeDoto and Palestine, Texas. (*Pine Bluff Commercial*, April 12, via Lynn and Elizabeth Gaines)

## GENERAL RAIL NEWS

The following editorial appeared in the April 5, 1997 *Kansas City Star* regarding Amtrak:

*"The editorial (in the Star) 'Another Amtrak gambit,' (March 24) criticizes Amtrak for eating up around \$18 billion since the national passenger railroad began 26 years ago. (Why is it that government spending on highways is usually expressed in annual amounts, but the figures for Amtrak are given in a quarter-century aggregate?) The writer judiciously avoids a direct statement that fuel taxes cover the cost of the highway system,*

because they don't.

The real costs of American motor vehicle use are difficult to calculate, tied up as they are in so many layers of capital, operating and social costs - for example, law enforcement, snow removal, traffic lights and air pollution. According to the Federal Highway Administration, \$14 billion per year of state and local non-gas tax revenues are spent on highways (emphasis by your editor). Incidentally, Amtrak pays a fuel tax that simply goes into the treasury with no direct return for rail improvements.

Amtrak's need for a capital trust fund is no different from other modes of transportation. Amtrak is not only a passenger train operator, it is also the American passenger rail system, including its infrastructure.

Privatization, as attractive as the word may sound, makes about as much sense applied to Amtrak as it does to the interstate highway system or the inland waterways. When was the last time I-35 broke even or made a profit? When is I-70 going to be privatized? (Thomas M. Downs, President of Amtrak sent in by Jerry Nunn)

### PHOENIX LINE SAFE

(Phoenix, Arizona) - Back in February, the Phoenix Chamber of Commerce was told by a Union Pacific spokesman that UP was willing to operate some commuter services in the Phoenix area. Larry Smith of UP said that twenty percent of UP's daily departures are passenger trains, including commuter service in the Los Angeles and Chicago areas. Smith acknowledged that the Southern Pacific had discouraged passenger service and was going to abandon the "West Line" out of Phoenix. He stated, "Let me assure you, we are not going to get rid of this track." (*Arizona Rail Passenger Association*)

*LABOR'S ACHIEVEMENTS OVER THE YEARS INCLUDE: the 40-hour work week; paid vacations; occupational safety and health laws; health and welfare benefits; child labor laws; minimum wage.* (BMWE JOURNAL, August 1995 via Jim Johnson)

### CONTAINERS UP-TRAILERS DOWN

Due to an error by Union Pacific, 250,000 containers were incorrectly counted as containers moving on chassis (i.e., piggyback) in 1996, leading to a false increase of 2.5 percent in piggyback traffic, when in fact piggyback traffic declined 4.9 percent. Moving those 250,000 containers to the correct intermodal container traffic count resulted in an 8.8 percent jump in intermodal traffic in 1996 (trailers accounted for 3.3 million moves, containers 4.8 million in 1996). UP said the error had been occurring for years, and since there would be no correction for years prior to 1996, the correction for last year overstates the jump in containers. (*Traffic World*, March 24)

### NEW UP TRAIN SYMBOLS

Since UP and SP both had different train symbols, it was imperative that they consolidate the symbols. Beginning in late March, UP did just that. Here's a description of the new symbols:

First Characters: **A** for automotive; **M** for manifest; **Z** for UPS/3rd AM intermodal; **I** for other intermodal; **C** for coal; **G** for grain; **O** for other unit/bulk; **S** for special; **P** for passenger; **F** for foreign; **L** for local; **Y** for yard; **W** for company trains, such as Maintenance of Way moves.

The second to fifth characters are the train's origin destination code. LAKC, for example, is the origin destination code for Los Angeles to Kansas City.

The last character is used for special codes, such as perishable service, day of week operation or extra unscheduled service. An example: **ALAKC** would be the new code for an automotive train from Los Angeles to Kansas City. (*Via the Internet*)

### "TANK ENGINE" MAN DIES

Rev. Wilbert Awdry died in early March. He was the man who wrote the "Thomas the Tank Engine" stories that taught good character traits. There has been a guest book set up on the Internet to that you can sign, with all messages going to his family. The Internet address is: <http://www.reedbooks.co.uk/docs/children/thomas/awdry.htm>

### MERGER NEWS

In the March 17 edition of *Business Week*, there was an article about the upcoming split of Conrail into the NS and CSX systems and how eventually we could see one more

merger, creating two transcontinental lines. Among other things, the article said that 17 years ago there were 40 large railroads across the country. Today there are only five or so Class I's. Even so, the percentage of freight hauled by rail has increased from 35% in 1978 to 40.6% today. In 1990, the "Big" lines were Norfolk Southern (10.5% of ton-miles), Southern Pacific (8.3%), Conrail (8.1%), Santa Fe (7.5%), CSX (14.5%), Burlington Northern (22.7%), Union Pacific (18.3%), and others (10.1%).

In 1996, restated as if CSX and NS had divided Conrail equally and as if UP and SP were combined for the whole year, the percentages were as follows: CSX (15.1%), Norfolk Southern (12.9%), BNSF (30.6%), UP (35.9%), and others (5.5%). (*via Dan Barr*)

### D&S SOLD

(Durango, Colorado) - The Durango & Silverton Narrow Gauge was sold March 17 by Charles E. Bradshaw to First American Railways of Florida. F.A.R. also owns and is developing a Florida "fun train" between Orlando and Miami, and some in Durango fear its' profits from the D&S will help finance the Florida operation. Also, the new owners have announced a 15% fare increase on the narrow gauge effective April 14. That would make the round trip fare between Durango and Silverton (90 miles both ways) \$49.10, up from \$42.70. (As a sideline, the Cumbres & Toltec Scenic Railroad in New Mexico charges \$52 for a round-trip and the Grand Canyon Railway charges \$49.50).

The railroad was sold for \$15 million, of which Bradshaw financed \$10 million. In 1996, the Durango & Silverton had revenues



of \$8.9 million, of which \$1.8 million was profit. The rate increase should bring 1997's net up to \$2.9 million.

In a meeting with Durango officials on April 2, First American Railways said that no D&S profits would be used to finance its Florida operations. (*The Durango Herald, March 27, 1997 via Robert Oswald and April 3 via Dick Byrd as sent to Gene and Naomi Hull*)

#### OPERATION LIFESAVER BOOK

For \$10, the Railroad Commission of Texas will send you the 1995 edition of *Texas Highway-Rail Grade Crossing Facts*. The book is 227-pages long and has lots of statistics on crossing accidents. Send check, made out to State Comptroller, to the Railroad Commission of Texas, PO Box 12967, Austin TX 78711. (*Via Jim Johnson*)

#### BNSF EMPLOYEE SPECIAL

Possibly, the BNSF will operate a BNSF Employee Special during June using Frisco steam engine #1522. The 14-car train would leave Kansas City about June 2, operating over much of the BNSF route. The trip would last as long as June 29. (*Via the Internet*)

#### SHAKE AND MAKE UP

Norfolk Southern and CSX have agreed on the division of Conrail and what each would receive. NS will contribute \$5.9 billion of the total costs and CSX \$4.3 billion. As part of the agreement, they will move to dismiss all pending litigation between the two companies. CSX will operate between Boston and Cleveland through Buffalo and Albany, connecting to Canada, New York and New Jersey, as well as between Cleveland and St. Louis on the former New York Central main. In addition, CSX will operate between New York and Philadelphia on the former Reading.

Norfolk Southern will operate between Chicago and Cleveland and between Cleveland and New Jersey via Pittsburgh over the former Pennsy. NS will also operate in the New York City area over the former Erie Lackawanna. NS will operate most Conrail lines in Michigan, Delaware, Maryland and Pennsylvania. Full maps of the proposed new routes can be found on Web sites [www.nscorp.com](http://www.nscorp.com) or [www.csx.com](http://www.csx.com). (*CSX press release*)

#### REDUCING FATIGUE

The United Transportation Union has signed experimental agreements with the BNSF at two locations to help reduce fatigue. In Spokane, Washington, the 90-day agreement allows employees to bid on assigned work schedules or assigned days off. For instance, an employee can have an assigned pool window from 2 a.m. to 8 a.m. and stand for call from 12:30 a.m. to 6:30 a.m. If not called during those hours, the employee retains his rotational standing and is not required to be available until the next assigned time window.

In Sheridan, Wyoming, employees can have an 11-days-on, four-days-off schedule on the conductor's extra board. (*UTU News, April, 1997 via L. T. Walker*)

#### ISTEA - LITTLE CHANGE?

On April 16, U.S. Senator Daniel Patrick Moynihan and Rep. Susan Molinari released plans to reauthorize the Intermodal Surface Transportation Efficiency Act with little changes from the current act. They apparently have several co-sponsors.

## AMTRAK NEWS

#### UP, AMTRAK FREIGHT WOES

Amtrak and Union Pacific are getting into a squabble over Amtrak's desire to haul some time-sensitive freight over UP's lines and Amtrak's desire to operate over UP's busiest stretch of line through Nebraska. Last year, when most railroads renewed their contracts with Amtrak for five years, UP only agreed to one year, awaiting the merger go-ahead with SP (this contract expires on April 30 - it involves 40 trains a day). UP says that its line through Nebraska already hauls 120 trains a day and that a high speed passenger train cannot be worked in.

Amtrak has recently leased 600 roadrailer and other freight cars to haul parcels, express and other freight. UP is also balking at this, saying that they are concerned that a publicly subsidized company like Amtrak shouldn't be hauling freight over UP's lines. Amtrak's Cliff Black said they are not taking away business from railroads. Instead, they are

taking business away from trucks which currently haul the parcels.

#### TRAINS DISCONTINUED

Amtrak put out notices in late March that it would discontinue both the *Desert Wind* and *Pioneer* effective May 10. These trains run in Nevada, Idaho, Oregon and Washington. There has been no formal state support for these trains, so the decision was made to terminate them. The *Texas Eagle* received an extension, if the Texas Legislature voted to loan Amtrak \$5.6 million to keep it going.

#### NEW ROUTE?

Should Amtrak get financially viable, one of its first new routes could be Chicago to Nashville to Atlanta to Florida, where ridership could be high. (Editor's note...what difference does ridership make anyway? Some days the *Eagle* is over 80 percent full, but still doesn't make money). (*Friends of Amtrak*)

#### KC UNION STATION - TRAINS?

(*Kansas City*) - Doing a complete turnaround on its past announcements the developers of Kansas City's Union Station have agreed, in early April, to return passenger trains to the historic depot if financing can be worked out. Amtrak President Thomas Downs, who used to handle baggage at that station, always wanted it to become a home to Amtrak again. The station would be moved to a square northeast corner of the old structure once housing a drugstore and soda fountain. One problem would be how long passengers would have to walk to board trains. Amtrak's current station sits next to the tracks.

Also in Kansas City, Amtrak is demonstrating its Flexliner trains between Kansas City and St. Louis. These are self-propelled trains built in Israel that can go both directions. (*Kansas City Star, April 5, via Jerry Nunn*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

NEW ORLEANS, LOUISIANA - June 12-15 - Kansas City Southern Historical Society convention at the Metairie Quality Hotel - Call 504-833-8211 or write KCSHS, PO Box 5332, Shreveport LA 71135-5332.

LITTLE ROCK, ARKANSAS - June 19-21 - Arkansas Railroad Club's Annual Show and Sale will be held on June 21 in conjunction with the Mid-Continent Region's Annual NMRA Convention, which will begin on June 19. There will also be activities with

the local Rock Island Technical Society's chapter. For information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901.

FORM 3149  
BERRYMAN HENWOOD, TRUSTEE

FORM 19	St. Louis Southwestern Railway Lines - Debtor	FORM A
TRAIN ORDER NO. <i>10</i> <span style="float: right;"><i>Dec 30</i> 194<i>7</i></span>		
To C. & E. <i>No 3 and Op</i>		
X	Opr.:	M At <i>Combs</i>

*Order No 8 is cancelled -  
 No 3 by 8:19 went at  
 Wliner until 4:30 am  
 Waldenweg 4:35 am Fisher 4:41 am  
 Hickory Ridge 4:47 am  
 Dillon 4:54 am Fair Lakes 4:59 am  
 Bernis 5:05 am Hunter 5:14 am  
 for First and Second 24  
 Eng 811 and 812  
 J. W.*

Conductor, Engineman, Fireman and Flagman must each have a copy of this order.

Made	<i>Com</i>	Time	<i>3:03 a</i>	M	<i>At</i>	Opr.
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## TRAIN ORDERS

by: P. B. Wooldridge

The Cotton Belt used three types of train orders to facilitate the movement of trains. Form 19, green in color, consisted of oil impregnated thin tissue. Form 19-A was like Form 19 but was longer by several inches to accommodate schedules for Passenger Extras. Lastly Form 31, yellow in color, was to further restrict a train, and required the signatures of both Engineer and Conductor.

Train orders were copied with a stylus. Double faced black carbons were used. Until the 1950s we were not allowed to use a typewriter in copying train orders. We made 5 copies when copying for one train, 9 copies for two trains, and thirteen for three. When you copied orders for six trains, as during World War II, you had to re-copy the order, and repeat it again to the Dispatcher to prevent error.

Telegraph was widely used until the 1950s. All the branch lines used the telegraph exclusively, as did the 62 mile Shreveport Branch, which was a misnomer as it was actually a busy main line. On the main line the Dispatcher's phone was used for train orders except when it failed, and telegraph had to be used. At Fordyce Tower, all communication was via telegraph on the Rock Island.

Then there were the double-headers. Each Engineer and each Fireman, as well as Conductor and Flagman, were required to receive clearances and orders.

Back about 1975 the L&A detoured a 150-car freight over the Cotton Belt, from Stamps, Arkansas to Shreveport, Louisiana. Chief Dispatcher at Pine Bluff Shops called me long distance, and I met the Cotton Belt pilot at the bus stop at Stamps and carried him to the L&A Extra. All received orders passing thru Lewisville, including an extra set for the SSW Pilot. The orders were to meet two SSW freights at Bradley, but the second freight derailed leaving Shreveport yard. The L&A train, not being equipped with radio, could not be notified, so I jumped in my car and delivered further orders to him at Bradley. I handled the switch when he hi-balled and left town.

The Cotton Belt furnished steel pointed styluses with which to copy train orders, but most operators purchased and used their own styluses, ones with a polished agate point. ~~██████~~

### *A Tribute To Club Member Bill Church*

(A Letter From Bill Church to Jim Bennett  
dated 18th of July 1987)

Dear Jim:

Many thanks for the "Cotton Belt" schedules. The June 1940 schedule restored my faith in my memory. It was Greenville (Texas) that I had in question, now I am for sure, thanks to you.

A couple of years before WW 2, I was a crew-caller (call boy) for the Cotton Belt at Illmo, Mo. (Was furloughed from the Frisco as a brakeman). My brother, "Buddy", four years younger than me, and I took a fan trip on Cotton Belt No. 5 to Pine Bluff, Ark., loafed there all day and boarded No. 1 that night for Greenville, Texas. Why Greenville-? No. 1 arrived there at 7:22 AM, No. 6 for Illmo arrived at 9:40 AM. We could sleep on the train and save our money. Anyway we were out train riding

Buddy and I went up into town. Greenville had a light (25-cent) breakfast and after breakfast we toured main street. In a barber shop there was a display of "*Lucky Tiger*" hair tonic. "Buddy" spent almost all of his money (\$1.25) on a bottle of "*Lucky Tiger*". "Buddy" being just 15 at that time was beginning to notice the girls. We neither one had a bag with us (who needed a change of clothing-?). And if I live another twenty years I will never forget "Buddy" holding that bottle of "*Lucky Tiger*" all the way from Greenville, Texas to Illmo, Missouri on Cotton Belt No.6. "Moments we wish we could live over and over." Thank you, Jim, for refreshing a dream. It was Greenville, Texas where we changed trains.

"Buddy" caught a 'westbound' several years later and I was called upon to deliver the eulogy. While I spoke of many things that day, including Tennyson's "*Crossing the Bar*", way back in my mind was a picture of a boy on Cotton Belt No. 6 holding a bottle of "*Lucky Tiger*".

We drifted away. WW-II put him in India, me in Iran. After WW-II, him in California, me in Arkansas. Maybe three times in 24 years we met. One day I received a call from his family that "Buddy" was at the point of death, in a coma, maybe had two or three hours to live. No use to come. But "Buddy" had other plans, he would not "cross over" after daily reports of "any minute". I went out on the train. I knew what was the trouble.

I had promised "Buddy" I would see that his ashes would be buried in the family plot in Cape Girardeau, Missouri, and no one knew it but me. "Buddy" was holding on in a coma until I came to tell him I remembered.

I walked into his hospital room about 9 PM. The doctor had informed us, "Mr. Church does not hear or see anything". I picked up his hand and called his name, told him to go through the grips of the first, second and third degrees of the Masonic Rites. A man who was supposed to be brain dead, for the first time in days, responded. Not once, but three times. I told him I had come out to reassure him he would be put to rest under a VA marker with the Masonic Emblem at home.

Shortly after hearing my assurance, "Buddy" crossed over the bar, and I would follow up on my promise.

Although many years passed between the Greenville, Texas trip and the day I completed his request to be buried at home, all I could actually remember that day was a teen-age boy riding a train holding a bottle of "Lucky Tiger" hair tonic.

Thank you, Jim, for the schedule, "yes!", *it was* Greenville, Texas.

Hope to see you at the Club.

Bill Church

P.S. Excuse the handwriting, sometimes beautiful memories are painful to share. I hope you understand. (This could make a beautiful story if it wasn't sad for me to tell).

Bill

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*To be shared, after all these years, with fellow members of the Arkansas Railroad Club.  
By Jim Bennett -- Stuttgart, Arkansas  
February 1997*

**Get the children out-doors this summer**

One of the best places is right near home

**In the Ozarks**

where you can be with them every Saturday and Sunday

Along the Frisco are many cool, comfortable, delightful Ozark resorts

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900 Olive St.

1907



## Kansas City Southern Excursion

ITINERARY

*(Details subject to Change)*

### THE "SOUTHERN BELLE" EXPLORERS

April 26, 1997 - May 5, 1997

*Explorer's VIII*

**Equipment:** (Assemble at Birmingham Amtrak station).

Caritas (Business car) PPCX 800045

Prairie Rose (Business car) PPCX 800197

Pine Tree State (Sleeper-lounge) AMT 800236

Cimarron River (Sleeper) PPCX 800069

Laurel Stream (Sleeper-lounge) AMT 800170

#### April 26, 1997

Lv. Birmingham, AL	07:00	
Ar. Brookwood (end CSX)	08:20	
Ar. Tuscaloosa	09:20	
Ar. Columbus, MS	11:35	
Ar. Corinth*	17:00	Fuel cars; water; sanitation; dinner in town

#### April 27

Lv. Corinth	08:00	
Ar. Artesia	12:15	
Ar. Meridian*	15:30	Water; dinner in town

#### April 28

Lv. Meridian via M&B RR	06:00	
Ar. Myrtlewood, AL	08:00	
Lv. Myrtlewood	08:30	
Ar. Meridian, MS	10:30	
Lv. Meridian VIA KCS	11:00	
Ar. Jackson yard	13:15	
Ar. Jackson	13:55	
Ar. Vicksburg*	16:30	Tour of Vicksburg. water; dinner in town

#### April 29

Lv. Vicksburg	07:00	
Ar. Shreveport, LA	12:35	water
Lv. Shreveport	13:30	
Ar. Alexandria	22:00	Park overnight; water

#### April 30

Lv. Alexandria	06:00	
Ar. Baton Rouge	09:00	Run engines around train

Lv. Baton Rouge	10:00	
Ar. Alexandria	13:00	
Ar. Shreveport*	17:20	Service train; inspection; water; fuel; sanit. "Explorers" Banquet at Ralph & Kacoo's restaurant in Bossier City. We will detrain psgrs. at Bossier City and bus back to Shreveport yard.

**May 1**

Lv. Shreveport	07:00	
Ar. De Quincy	12:10	
Ar. Lake Charles (end of br.)	13:05	Run engine around train; water
Lv. Lake Charles	14:35	
Ar. De Quincy	15:25	
Ar. Port Arthur	17:45	Dinner in town
Lv. Port Arthur	22:00	

**May 2**

Ar. Shreveport	09:00	Water
Lv. Shreveport	11:00	
Ar. Ashdown, AR	13:10	
Ar. Heavener, OK*	16:45	Water; dinner in town

**May 3**

Lv. Heavener	07:00	
Ar. Pittsburg	12:30	
Lv. Pittsburg via SEK RR	13:00	
Ar. Tulsa, OK	22:00	Park overnight at Owasso yard; water

**May 4**

Lv. Tulsa	08:00	
Ar. Pittsburg*	16:00	Park overnight; water; dinner in town

**May 5**

Lv. Pittsburg via KCS	09:00	
Ar. Kansas City* (Union Station)	12:30	Water, sanitation(if possible); Deliver equipment to Amtrak station.

**May 6**

All equipment leaves on Amtrak #304

Lv. Kansas City	8:20 AM
Arr. Chicago	7:55 PM

**HIGH IRON TRAVEL CORP.**  
P.O. BOX 50116  
Minneapolis, MN 55405  
(612)-922-7259  
Fax: (612)-922-8820.

\* = Dinner off train.

# 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 following questions after checking the appropriate box above.

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.