



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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COVER PHOTO - Branson Scenic Railway's daily except Tuesday excursion train just coming out of the Cricket Tunnel (near Omaha, Arkansas) northbound on September 5, 1993 at 3:15 p.m. The BSR uses the line of the Missouri and Northern Arkansas (former Union Pacific - Missouri Pacific's White River Line). The tourist line ran four trips a day in September, two southbound from Branson to Barren Fork Creek in Arkansas and two northbound to the James River near Galena, Missouri. Schedules in November may change. Call them at 417-334-6110 for exact times. Fares are \$14.95 adults, \$13.95 seniors, \$7.95 children. The railroad was to have a trip for railroad executives all the way from Branson to Diaz, Arkansas on November 1 along the entire length of the White River Line.

As I was taking this picture, a skunk was happily bobbling across the tracks just behind me. (*Ken Ziegenbein photo*)

PROGRAM

The next meeting of the Arkansas Railroad Club will be held on Sunday, November 14 beginning at 2 p.m. at the Twin City Bank on Main Street in North Little Rock. The program will be a video on trains in South America, the second half of the video we saw a few months ago. There are many retired American locomotives running daily in South America.

POLLY HAMILTON, our secretary for many years, had a heart attack on September 25. She had tests and underwent procedures to clear out some arteries. She was released from the hospital before the October 10 meeting and was staying with relatives in Benton. She was doing well. In the meantime, **BILL CHURCH** was still at home, going to the Fort Roots Rehab center during the day. As of the October 10 meeting, he was very sick after taking a flu shot.

Also, Naomi Hull's brother-in-law was to have kidney surgery in early October. We hope all is going well with all concerned.

1994 OFFICERS NOMINATED - The following have been nominated for 1994 Arkansas Railroad Club officers and board members. They will be voted on at the November 14 meeting by ballot with room for a write-in:

President - MATT RITCHIE
Vice-President - TOM SHOOK
Treasurer - DICK BYRD
Secretary - SHARON RITCHIE

NRHS Representative - DICK DAVIS
Newsletter Editor - KEN ZIEGENBEIN
Board (through 1998) - JOHN HODKIN, JR.

"END OF THE LINE MODEL" - The model railroad, built by the Arkansas Valley Model Railroad Club, used in the movie "End of the Line" a few years ago has been sold to the Spaghetti Warehouse in Little Rock for display. Many of our club members are also members of the model railroad club.

PARIS BRANCH HELP WANTED - Member DOUGLAS HARLEY of RR 2 Box 1710, Paris AR 72855-9666 would like historical information on the Paris branch, now run by the Fort Smith Railroad. He said at the October 10 meeting that if the Tyson plant completely shuts down in Paris, the rails may be taken up after the first of the year. He wants to do a complete study on this line.

MOVIES, ANYONE? - On a recent Amtrak trip to Chicago (October 18), we saw part of a movie being made at Chicago's renovated Union Station. And who was in it, live and in person? One was Nick Nolte and the other was *JULIA ROBERTS*. The name of the movie ended with "Trouble" and I believe its a Disney or Touchstone movie.

1994 CALENDAR UPDATE - THE CALENDARS ARE READY! I picked some up on October 13 and put some on the 819 Tyler excursion. They look great! The rest were available on October 20 and were mailed out October 22 and 23 to those who paid postage. If you didn't pay postage, pick yours up at the November 14 meeting. Also, if you rode the Tyler excursion and picked yours up there (ones you already paid for), please return those as yours will be mailed to you. Or you can buy another one, as you see fit. We sold 87 sight unseen. Thanks to all.

If you haven't yet purchased one, they will be available at the meetings until sold out (we printed 200). They'd make a nice Christmas gift.

JANUARY 1 PROGRAM will be a slide show by past club president BARTON JENNINGS on his Russia journey this year. As you know, we've been meeting on New Years Day the past two years with all-day show and tell sessions (Bart's session will begin about 10 a.m.). These holiday meetings have been very popular, since not all people worship football games. This meeting will be at the same Twin City Bank meeting room - the guard will be notified.



CHRISTMAS PARTY - Our annual Christmas party will be held Saturday, December 18 at Wyatt's Cafeteria in North Little Rock (off JFK) beginning at 6 p.m. This will take the place of the regular monthly meeting.

OPERATION LIFESAVER CERTIFIED - SHARON RITCHIE has been certified to give Operation Lifesaver programs, as of the October 10 meeting. That makes at least two club members being certified under the new NRHS Operation Lifesaver program - the other member being NRHS Director DICK DAVIS. This type of program gives our club a better standing with railroads in the state, as they can use all the help they can get educating people to the dangers of railroad crossings.



ATLANTA CONVENTION 1994 - You can already pre-register for this NRHS convention, to be held June 20-26, 1994, at the Westin-Peachtree and Hyatt Regency Hotels. Steam excursions on the CSX will be held. Pre-register before January 31, 1994 for \$15 (\$20 after). Write to Atlanta Chapter NRHS, PO Box 66, Decatur GA 30031. You must give your NRHS Membership number to pre-register.

SHOW & SALE - We will be having our annual Show & Sale again next year at the same place, the Hall of Industry at the Arkansas State Fairgrounds. It will be held on Saturday, April 30. Admission will be \$3.00 for adults and \$1.00 for 12 and under.

NEWS UPDATED through October 20 - mailing date this issue November 1 or 2 (please advise when you receive if you can). Deadline for the December issue will be November 15.

ARKANSAS RAIL NEWS

GP35'S REACTIVATED - (North Little Rock) - Union Pacific reactivated seven GP35 locomotives August 21-23, #782, 785, 786, 788, 791, 793, 798. These units are not allowed to be in interchange service. (*Joseph S. Brice, Springfield, Missouri*)

EXCURSION NEWS - (Calico Rock) - On September 23, a meeting was held in Calico Rock to investigate starting an excursion train between Pleasant Hill, Missouri and Diaz, Arkansas along the entire length of MoPac's White River Line. Currently, an excursion does operate on part of this line every day except Tuesdays from Branson, Missouri both north and southbound. These are relatively short round trips. Mayor Rex Bayless of Cotter said the meeting was well attended and the group will soon vote on a name for the organization. (*The Baxter Bulletin, Mountain Home August 27*)

CHILDREN'S MUSEUM TO OPEN - On November 6, the Arkansas Children's Museum will have its grand opening in Union Station in Little Rock. Member JOHN BAILEY owns the building, which is used for office space and the Amtrak station. The museum will be a hands-on type, located in the old Missouri Pacific waiting room on the main level. L. T. WALKER has agreed to be there in his Rock Island conductor's uniform.

Railroads are capable of handling three times the freight they currently transport without significant improvements in track or structures. As many as 280 highway freight containers can move on a single train, meaning hundreds of trucks could be taken off the long hauls. (AAR Bulletin)

GURDON'S NEW RAILROAD - (Gurdon, of course) - As of September 6, there's a new railroad in Gurdon, a 16-gauge park-size road built by James Barker. The train will be open every weekend and can haul 24 passengers. Mr. Barker and his wife Shirley plan to paint the train Missouri Pacific blue and build a depot to sell drinks. For group information call 501-353-6780. (*Gurdon Times, Gurdon, September 9, 1993*)

MORRILTON DEPOT MUSEUM - (Morrilton) - The Morrilton Depot Museum acquired several more old articles for display in September. Among them were World War II items, things from the 30s, defense stamp albums, old train tickets, greeting cards,

etc. A 100th anniversary edition of the *Arkansas Gazette* was given (1936) as well as a George Fisher cartoon collection from the 60s and 70s. This sounds like a great museum and is located in the Morrilton depot, a museum in itself. (*Conway County Petit Jean Country Headlight, Morrilton, September 15, 1993 by Jim Gatling*)

NEW DEPOT - (Springdale) - The Arkansas & Missouri Railroad is putting finishing touches on a new passenger depot at Emma Avenue in Springdale. The depot, designed to appear as small-town train stations did decades ago, opened in October and will have its grand opening next spring. This is where tickets will be sold and trains boarded for the Springdale-Van Buren excursions. The A&M used photos of old depots on file at the Shiloh Museum for ideas on how to design the building. Ozark Sash and Door Company made the wooden windows to conform to the old style. (*The Morning News, Springdale, September 28, 1993*)

TRACK FOR SALE - (Bentonville) - Burlington Northern is trying to sell the track from downtown Bentonville eastward to Rogers. Price was about \$20,000 per acre. Rail Property Management of Chicago said they hope people along the route will buy parts of it to increase their property. Much of the right-of-way is adjacent to existing homes. The Arkansas & Missouri Railroad operates on part of this track from Rogers east to J Street. (*The Herald-Leader, Siloam Springs, September 29, 1993 by Brenda Kilby*)

BSR SPECIAL TRAIN - (Cotter) - The Branson Scenic Railway was to run a special train carrying railroad executives from all over the country from Branson, Missouri to Diaz, Arkansas on November 1. The trip was over the entire length of the White River Line of the former Missouri Pacific. (*Baxter Bulletin, Mountain Home, October 1*)

100TH ANNIVERSARY - (Junction City) - On September 27, 1994, Junction City, Arkansas will celebrate its 100th year. On that date in 1894, the Arkansas Southern Railroad (later the Rock Island, today the Ouachita Railroad Company) extended its line from El Dorado 17 miles south to the Louisiana border, where it was stopped for a period of five years. The town of Junction City formed where the tracks ended. When the railroad arrived, lots were sold from railroad flat cars and a free barbecue was held at the future town's site. The celebration in 1994 may reenact the first scene, using flat cars and having another barbecue. (*Junction City News, Junction City, September 23 via James E. O'Neal*)

DEPOT REUSE REPORT - (Booneville) - Could the old Rock Island depot in Booneville become a Chamber of Commerce and entertainment facility? The Arkansas Historic Preservation Program says yes, and at less cost than building a new structure. The depot, built in 1910 as a John Grier eating house, has had some fire damage, but is all that's left of the Rock through Booneville, the rails being taken up in 1986. So far, Booneville hasn't acted on this idea. (*Bill Pollard*)

ROCK ISLAND OVERPASS RAZED - (Little Rock) - On October 13, early in the morning, the famous Second Street overpass, going over the abandoned Rock Island tracks on the north side of the Choctaw Depot (now a Spaghetti Warehouse) was torn down. There was no warning to historians of its demise. Although not a railroad structure as such, its arch shape was unique and should have been preserved, at least a few of the bricks saved. From this bridge, you could look down at the Choctaw Depot and watch, in past years, Rock Island trains run under. (*Kathy Allen Davis*)



U.P. IN ARKANSAS - A new flyer by Union Pacific gives the following statistics for Arkansas: Miles of track - 1,037 (system total 17,000); Employees - 2,496 (system total 27,882); Annual payroll - \$122 million (system total \$1.5 billion); Taxes paid - \$6.5 million (system total \$83 million); Purchases made \$16 million (system total \$1.1 billion). UP owns 3,065 locomotives and 72,103 freight cars and runs up to 48 trains a day through North Little Rock. UP's top three customers in Arkansas are 3M, Granite Mountain Quarries and Souter Construction.

GENERAL RAIL NEWS

FLOOD DAMAGE - The great Midwest floods of the summer of 1993 had a large toll on American railroads. In testimony before Congress September 23, president and CEO of the Association of American Railroads, Edwin L. Harper, said the costs to railroads of dealing with the flooding could reach \$300 million. Here is how the costs break down:

Track Miles - washed away: 60 miles (\$60 million); under water: 783 miles (\$32 million).

Bridges - repair and rebuild, 2-4 destroyed, numerous damaged (\$14 million).

Signals and Communications - replace and repair 300-500 signals @ \$10,000-\$80,000 per signal (\$14 million).

Switches - replace and repair 300-500 switches @ \$10,000 per switch (\$3 million).

Locomotives and rolling stock - repair water damage to 1,719 freight cars and 16 locomotives @ \$2,000 per car and \$250,000 per engine (\$7 million).

Buildings - \$1 million.

Detouring of trains - 2,877 trains detoured (\$51 million).

The rest of the loss was attributed to freight business lost because of the flood. Mr. Harper told the committee: "Yet, while the Great Midwest Flood halted barge service on the Missouri and Mississippi north of St. Louis; while it played havoc with highway traffic throughout the Midwest; while it did all of this, railroads ran and ran and ran. Sometimes we went east to go west or north to go south, but we operated and delivered the freight. And we proved once more how important a national resource railroads are for the future of America." (*AAR press release via T. L. Wilborn*)

GATEWAY WESTERN RR BAD LUCK - (Louisiana, Missouri) - On September 7, the GWWR bridge over the Mississippi River at Louisiana, Missouri was struck by a 16-barge tow, damaging the bridge extensively. The railroad had just begun running trains on this line again after the floods, having detoured over the ATSF between Kansas City and Mexico, Missouri via Carrolton. The Gateway Western was not using any of its own tracks for through trains as of mid-September. (*Brian Wigton on FIDONET, a computer bulletin board, sent in by Joseph S. Brice*)

From P.B. Wooldridge comes the following: Murphy's Law, what can happen, will happen, was stretched to the limit one night at Fordyce, Arkansas about 1940. About 1:20 a.m. Rock Island No. 94 had a delivery of about 30 cars for the Cotton Belt. Procedure was for No. 94 to head through the transfer track, clear the north home signal on the Cotton Belt, then shove the connection south into the SSW yard.

No. 1, the Cotton Belt Star passenger, was not by Rison, Arkansas and it was decided to make a quick move in order not to delay No. 94. So No. 94 pulled through the transfer, and cleared the north home signal of the interlocking plant. But there the connection sat as No. 94 had air trouble and was unable to move, and unable to clear the main line.

No. 1 collided with No. 94, and the passenger equipment was pulled back to Pine Bluff, where No. 1 was detoured via Missouri Pacific and Rock Island back to Fordyce.

Entering Fordyce on the Rock Island, No. 1 rear-ended the caboose of a Rock Island southbound freight.

A Cotton Belt passenger train had collided with two Rock Island freight trains, one on the Cotton Belt and one on the Rock Island, all in the course of one day, at Fordyce!

I was on third trick at Lewisville, Arkansas at the time, and as I recall, No. 1's train finally arrived Lewisville about 20 hours late.

It could have happened, and it did.



GE ON THE RISE - (close your eyes, Peter) - In a recent edition of the Wall Street Journal was this headline: "GE Locomotive unit, long an also-ran, overtakes rival GM." It went on to say, "Ever since the demise of steam in the 1950s, General Motors Corp. had dominated the business of building railroad locomotives. Year after year, GM gobbled up about 70% of the North American locomotive market. General Electric, hampered by a reputation for unreliability, sold most of the remaining 30%. But now, General Electric has vastly improved quality and has turned the tables on its rival. For the past three years, General Electric's GE Transportation Systems unit has outproduced and outsold GM, taking about 60% of the market for locomotives, to GM's 40%. And this year General Electric will put nearly 420 new locomotives on the rails - its highest output in a decade - which will garner about 70% of sales." (*Gary Collins on FIDONET, sent in by Joseph S. Brice*)

FRISCO MUSEUM GRAND OPENING - (Springfield, Missouri) -

On Saturday, September 25, the grand opening of the new (and moved) Frisco Museum occurred in Springfield, Missouri. Its new location is 543 E Commercial St., Springfield MO 65803. Their toll-free number is 800-N-FRISCO (800-637-4726). SLSF's #1522 arrived from St. Louis on September 24 to help celebrate the event. The museum used to be in Ash Grove, Missouri. (*Joseph S. Brice*)



J.B. HUNT'S RAIL DEALS - J.B. Hunt, the trucking firm, signed another agreement (its 9th) with a major railroad to haul its trucks long distances. This time it's Norfolk Southern, who will haul Hunt's trucks between Chicago, Atlanta and Florida beginning November 1. Hunt's intermodal revenue has increased 3,158 percent in the past four years because of these agreements, which allows Hunt to be in every state. Hunt CEO Kirk Thompson said the reason for using trains for the long haul were lower costs and reduced attrition of over-the-road drivers.

Hunt's first railroad partner was the Santa Fe in 1990. Others are: BN, August 1991 (Chicago-Pacific Northwest); SP, February 1992 (Los Angeles-Portland); Florida East Coast, March 1992 (Jacksonville-Miami); UP, April 1992 (Chicago-Memphis-Laredo); Conrail, July 1992 (Chicago-St. Louis-East Coast); Wisconsin Central, August 1992 (Chicago-Green Bay); Canadian National, March 1993 (Chicago-Toronto-Montreal).

(Arkansas Democrat-Gazette, October 5, 1993 by D. R. Stewart via Jonathan Royce)



LINCOLN TRAIN/CENTURY TRAIN - In the Summer of 1994, plans are underway to have a special Lincoln exhibit in towns between Washington and Springfield, Illinois to educate the public on Abraham Lincoln's life and contributions. Included will be a 14-foot display of Lincoln's funeral train. The exhibit will stop in 10 cities, arriving in Springfield on May 5, 1995, the exact date of the original trip 130 years ago.

The other, major rail project is being put together by the same folks who ran the American Freedom Train in 1975-76. It will be a 48-state tour of a special train celebrating the dawn of a new century. The \$400 million 21st Century Limited will tour the country for four years, beginning in January 1996, showcasing the greatest inventions and technological advances of the 20th Century as well as visions of the future. It will have seven corporate sponsors and will visit 125 cities, drawing up to 50 million visitors. (A future Arkansas Railroad Club project?) (UTU Retiree News, July 1993 via L. T. Walker)

KATY HELP NEEDED - Union Pacific is asking for help in obtaining Katy-related items to place on the interior walls of their Katy Flyer passenger coach. Don Snoddy, UP museum curator, says the museum would just borrow the items, copy them and send the originals back. Anyone wishing to loan Katy items, contact him at the Union Pacific Museum, Room 114, 1416 Dodge Street, Omaha NE 68179. (UP INFO)



"HOW TO" CHASE TRAINS was the subject of an article in the October 1993 issue of The Midwest Motorist. It's very good reading.

"At night, pacing is like following a ghost train. You become more aware of sounds than sights. When the tracks are close to the highway, you hear the throaty chuffing of the exhaust and the clank of the siderods. You can see the lights from the passenger cars and the red glow of the engine's firebox. That's when the sooty scent of coal smoke gets into your soul and you realize you're hooked on pacing." (From "The Great Steam Chase", October Midwest Motorist, by Carolyn Thornton)

ROCK ISLAND TRACKS REMOVED - (Limon, Colorado) - The former Rock Island track between Limon and Colorado Springs, Colorado were taken up last summer, a total of 68 miles. (The Intermountain News, September 1993 via The Gateway Railletter)

FANCY RAIL CARS FOR SALE - The American European Express's 13-car pool of cars, used once in regular New York-Chicago service, later in excursion service, are for sale. Amtrak may buy its two dining cars. The tourist line went out of business in October 1991 after a derailment. (Ties & Tracks, September 1993 via The Gateway Railletter)

TRAILS TO RAILS? - (Aspen, Colorado) - In a reverse of the popular Rails-To-Trails movement, there are proposals to restore tracks on seven miles of trail near Aspen, Colorado. This trail was once a railroad. Other restorations of trails to tracks may occur in New Jersey (28 miles) and near Boston (8.7 miles). (The Gateway Railletter and Wall Street Journal)

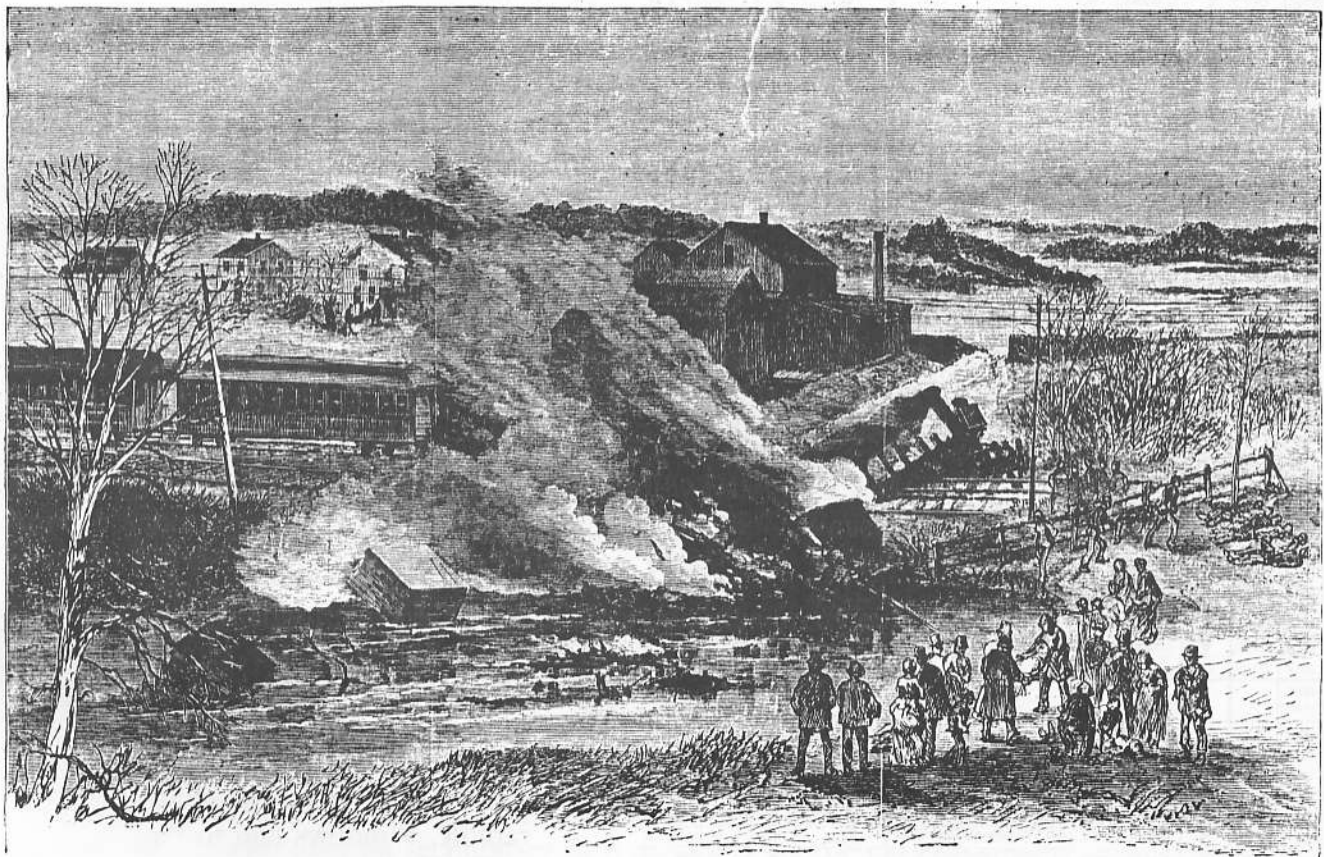
AIRLINE SUBSIDY - According to the Gore booklet "Creating a Government That

Works Better and Costs Less," Congress appropriated \$38.6 million in 1993 for the Essential Air Service program (created in 1978 when deregulation threatened small airports with loss of service), giving small communities federal subsidies to help keep scheduled airlines. This program was to end in 1988, but was extended another ten years. The Gore report wants to eliminate this subsidy. It says that 25 subsidized communities are less than 75 miles from hub airports. Nine locations received \$3 million in 1992, each carrying less than 5 passengers a day. One community, only 60 miles from a hub airport, received subsidies averaging \$433 per passenger. The report was to limit this airline subsidy to less than \$200 per passenger! (Talk about Amtrak's subsidy, finally some truth is coming out about some of the hidden airline subsidies).



AMTRAK NEWS

[MAY 10, 1873.]



SCENE OF THE RAILROAD DISASTER AT MEADOW BROOK, RHODE ISLAND.—[FROM A SKETCH BY THEO. R. DAVIS.]

THE MEADOW BROOK DISASTER.

We give on this page a view of the scene of the recent railway disaster at Meadow Brook, near Richmond Station, Rhode Island, at which

a large number of passengers lost their lives, and the engineer and fireman were killed standing at their posts of duty. The inquest shows that the bridge where the disaster occurred was so short and supposed to be so strong as to re-

quire no watching. It was thought to be capable of resisting any freshet. Had the bridge been examined by a competent person—a precaution that should certainly have been taken at a time when unusual damage might properly be

apprehended—this sad disaster would have been averted.

The engineer and fireman, both brave and experienced men, were killed at their post. The house of the former stood close to the railroad

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2		◀ Train Number ▶		1	
Dp. LAX SuTuFr		◀ Days of Operation ▶		Ar. LAX WeFrMo	
Read Down	Mile	▼	Symbol	▲	Read Up
(Southern Pacific Lines)					
10 50P	0	Dp	Los Angeles, CA ● (PT)	Ar	7 00A
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57	39		Ontario, CA		57
1 25A	130		Indio, CA (Palm Springs) (PT)		3 29A
3 12A	253		Yuma, AZ (MST)		1 38A
7 25A	426		Phoenix, AZ ●		10 30P
7 47A	434		Tempe, AZ		8 51P
8 47A	480		Coolidge, AZ		7 44P
9 47A	545		Tucson, AZ ●		6 40P
11 03A	592		Benson, AZ (MST)		5 38P
2 00P	708		Lordsburg, NM (MT)		4 42P
2 51P	767		Deming, NM		3 52P
5 05P	855	Ar	El Paso, TX (Ciudad Juarez, Mex.) (MT)	Dp	2 25P
5 25P		Dp		Ar	2 05P
9 59P	1073		Alpine, TX (Big Bend Nat'l Park) (CT)		11 10A
11 40P	1165		Sanderson, TX		9 06A
2 07A	1291		Del Rio, TX		6 37A
5 50A	1460	Ar	San Antonio, TX ●	Dp	3 35A
6 35A		Dp		Ar	3 05A
11 15A	1670		Houston, TX (Galveston, Dallas) ●		10 30P
1 03P	1752		Beaumont, TX (Port Arthur)		7 49P
2 30P	1814		Lake Charles, LA		6 32P
3 48P	1888		Lafayette, LA (Baton Rouge) ●		5 15P
4 10P	1906		New Iberia, LA		4 50P
5 29P	1977		Schriever, LA (Houma/Thibodaux)		3 31P
7 50P	2033	Ar	New Orleans, LA ● (CT)	Dp	2 15P
Dp. NOL TuThSu					Dp. NOL MoWeSa
(CSX)					
11 00P	2033	Dp	New Orleans, LA ● (CT)	Ar	11 55A
12 07A	2089		Bay St. Louis, MS		10 15A
12 25A	2104		Gulfport, MS		9 52A
12 40A	2117		Biloxi, MS		9 35A
1 10A	2137		Pascagoula, MS		9 10A
2 00A	2177		Mobile, AL ●		8 35A
2 48A	2222		Atmore, AL		7 35A
4 35A	2281	Ar	Pensacola, FL	Dp	6 15A
4 50A		Dp		Ar	6 00A
5 50A	2331		Crestview, FL (Ft. Walton Beach)		4 20A
7 10A	2397		Chipley, FL (Panama City) (CT)		2 58A
10 20A	2485		Tallahassee, FL (ET)		2 05A
11 40A	2540		Madison, FL		12 31A
12 33P	2590		Lake City, FL (Gainesville)		11 31P
2 30P	2652	Ar	Jacksonville, FL	Dp	10 30P
Dp. JAX WeFrMo					Dp. JAX SuTuFr
2 45P	2652	Dp	Jacksonville, FL	Ar	10 15P
3 48P	2711		Palatka, FL		8 30P
4 33P	2763		DeLand, FL (Daytona Beach) ●		7 44P
4 55P	2779		Sanford, FL		7 25P
5 20P	2798		Winter Park, FL		7 02P
5 50P	2803		Orlando, FL (WALT DISNEY WORLD*) ●		6 48P
6 07P	2821		Kissimmee, FL (WALT DISNEY WORLD*)		6 10P
7 02P	2859		Winter Haven, FL (Tampa-St. Petersburg) ●		5 12P
7 40P	2900		Sebring, FL		4 33P
8 15P	2942		Okeechobee, FL		3 58P
9 15P	3003		West Palm Beach, FL		3 05P
9 35P	3021		Delray Beach, FL		2 30P
9 50P	3032		Deerfield Beach, FL (Boca Raton)		2 17P
10 08P	3046		Ft. Lauderdale, FL (Pi. Everglades) ●		2 00P
10 20P	3053		Hollywood, FL		1 49P
11 10P	3066	Ar	Miami, FL (Key West) ● (ET)	Dp	1 30P
Ar. MIA WeFrMo					Dp. MIA SuTuFr



DISASTER IN A BIG WAY - (Saraland, Alabama) - About 2:49 a.m. the morning of Wednesday, September 22, Amtrak's *Sunset Limited* had just left the Mobile, Alabama station heading toward Miami when it plunged off a bridge (#196) into Bayou Canot, a bayou that empties into the Mobile River (milepost 656.7). Apparently, the 1909 wood and steel bridge had just been struck by a barge that was lost in the foggy bayou. The barge apparently knocked some of the rail out of line up to three feet, and when the *Sunset Limited* hit it (speed limit was 70 mph), the three engines and 4 of the 8 Superliner cars plunged into the rattlesnake, water moccasin, crocodile, and bear infested bayou, killing 47.

The line, owned by CSX (ala L&N), is a busy one, having 15-20 freights a day. In fact, about an hour before Amtrak's accident a 132-car CSX freight crossed the bridge without incident.

One Amtrak locomotive exploded, spilling diesel fuel over the water, which caught fire. Many in the Superliners were asleep and awoke to find themselves floating in murky water, which filled the coaches rapidly. Windows had to be smashed out, since the power was obviously off. One car was completely submerged. Most of the deaths were caused by drowning, only two by fire. The lead engine (#819) was buried in 15 feet of mud under 25 feet of water.

There were 210 aboard the

train. The death toll of 47 almost exceeded ALL previous Amtrak deaths combined (48).

The barge struck the bridge about 12 minutes before the train arrived. The train was 34 minutes late, due partially to a 34-minute delay to fix an air conditioner in New Orleans. Had it been on time, it would have crossed the bridge 22 minutes before the barge struck it and everything would be O.K. today (except a CSX freight might have plunged into the bayou instead of Amtrak later that day).

Here is the equipment involved in the wreck (thanks to Dick Byrd via Prodigy):

ENGINE 819 - a brand new GE unit, buried in the mud at bayou's edge.

ENGINE 262 - in the water, facing south, adjacent to engine 819, visible fire damage.

ENGINE 312 - in the water, leaning on engineer's side, jackknifed in water.

BAGGAGE 1139 - in the water, fire damage.

BAGGAGE/DORM 39908 - in the water, on side, fire damage.

COACH 34083 - partially submerged.

COACH 34068 - completely submerged, on side.

COACH 34040 - derailed, upright on bridge that was still standing, end dangling off the end of the bridge.

LOUNGE 39973 - derailed, upright on bridge.

DINER 38030 - derailed, upright on bridge.

SLEEPER 32067 - derailed, upright on bridge.

Train 520/521 (Mobile - Birmingham) served as shuttle service to the derailment site, which was inaccessible except by boat and rail. The *Sunset Limited*, westbound #1, was terminated at Pensacola, Florida with passengers provided alternate transportation to New Orleans, where they were flown to their destinations. Some were bussed to San Antonio from New Orleans where a makeup train #1 was run (using the equipment of #521, the Dallas - Houston train). Train #2, the eastbound *Sunset Limited*, was terminated at New Orleans with equipment turning back as Train #1. Passengers between Miami and New Orleans were provided alternate transportation. (*Various news reports, including those of the Democrat-Gazette's Susan Roth (September 25), who wrote an excellent piece on the "what if" consequences of being 34 minutes late (these mind games are always interesting), and of course our club's Randy Tardy, who wrote an excellent story the same day on why trains are often late. Bill Pollard also had some interesting facts that the paper published. Jonathan Royce gave me some of the newspaper clippings.*)

ICE TRAIN - The German InterCity Express (ICE) high-speed train has been doing tests on Amtrak's Northeast Corridor the past few months, as well as the Swedish X2000 trains. Amtrak hopes to buy 26 high-speed train sets early next year for the Washington-New York-Boston runs as well as elsewhere. These trains have been tested at over 160 mph. The X2000 uses tilt technology so it can go around curves at greater speed than conventional trains. Should Amtrak get the \$450 million to buy the trains, they would be constructed in the United States.

EAGLE TRI-WEEKLY? - Amtrak's Texas Eagle was rumored to go tri-weekly again before November, should enough funding not be found. As of October 20, no firm decision was made. U.S. Rep. Blanch Lambert, newly elected to Congress, wants Amtrak to keep the train daily. She says the cutback to tri-weekly would hurt tourism. Lambert is vice-chairman of the House Energy and Commerce Committee's transportation subcommittee. Should these cuts not be enough, Amtrak is also considering closing

lightly used stations. (*Arkansas Democrat-Gazette* by Randy Tardy and Terry Lemons)


MAN KILLED NEAR CORNING - Amtrak's #22, the northbound *Texas Eagle*, struck a 19-year old man sitting on the tracks 3½ miles north of Corning, Arkansas on October 5, 1993 at 4:24 a.m. Scott Manatt, Jr. and three others had run their Bronco in the ditch and were walking on UP's tracks for help when the train came upon them at 65 mph. Manatt couldn't get out of the way. (*Piggot Times, Piggot, October 6* by Anne Winchester)

NEW SUPERLINERS ARRIVING - Amtrak's new Superliner II cars, similar to the "old" Superliners, are coming from Bombardier's assembly plant at about 5 a month. The order coming on line is 49 sleepers, 6 deluxe sleepers, 38 coaches, 12 transition cars, 20 dining cars and 15 lounges. Reports are that another 35 cars will be ordered. All of the first order should be ready by the end of 1995. Amtrak also has 50 new low-level Viewliner sleepers on order for eastern trains. (*Cinders, October 1993*)

SENIOR DISCOUNTS - Amtrak will expand its popular senior's discount program to be used every day of the week. Travelers 62 and over are eligible for a 15 percent discount off the lowest available fares, except during certain holidays.

Amtrak has 43 percent of the total air/rail market between New York and Washington.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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

WATONGA, OKLAHOMA - November 5, 6, 20 and 21 - Watonga Chief River and Dinner trains will run at various times - price is \$5.00 for river trains, \$30.00 dinner trains - call 405-737-3518 to make reservations.


FAYETTEVILLE, ARKANSAS - November 13 - Northwest Arkansas Model Railroad and Toy Show - Ramay Jr. High School, Sang Avenue and Hwy 71, Fayetteville - admission is \$3.00 - call Steve Beal at 501-521-2091 or 761-3659.

BRANSON, MISSOURI - Branson Scenic Railways operates excursions every day except Tuesdays - Branson to near Bergman, Arkansas and return and Branson to near Galena, Missouri using CZ VistaDomes and an Observation car - leaves the Branson Missouri Pacific depot 8:30 a.m., 11:00 a.m., 2:00 p.m. and 4:30 p.m. - departure times are tentative and may change in November - round trip takes about 1 ½ hours - a dinner train may begin soon - ticket prices are \$14.95 adults, \$13.95 senior citizens, \$7.95 children 3-11 - call 417-334-6110 to make reservations. Trip has the blessing of Mike Adams and ye. editor.

EUREKA SPRINGS, ARKANSAS - Eureka Springs & North Arkansas Railway operates a dining train through December 18 - trains leave the historic Eureka Springs depot (M&NA) on Highway 23 North - special Thanksgiving Dining Train leaves at noon, 3 p.m. and 6 p.m. on Thanksgiving Day - for reservations, call 501-253-9623.

SPRINGDALE, ARKANSAS - Excursions on the Arkansas & Missouri Railroad through the Ozarks, through the Winslow tunnel to Van Buren and back - also Van Buren to

Winslow and back - runs seasonally through the second week of November - times and days vary - call 501-756-0400 for details and pricing - uses vintage cars and Alco locomotives - will be using a new depot at Emma Avenue by next spring.

HOT SPRINGS, ARKANSAS - Excursions of the Ouachita Scenic Railroad between Hot Springs and near Jones Mill - uses 1920s Pullman coaches and a GP-9 - leaves from East Grande and Broadway - owner is Steve Phipps of Kiowa, Oklahoma - trip times unknown - prices \$12.95 adults, \$10.95 senior, \$8.95 children - call 501-321-2015 for information. 



Branson Scenic Railway's tourist train heading for Branson past the Hollister, Missouri depot on September 5, 1993. BSR uses Amtrak-qualified equipment, including three domes (CZ "Silver Solarium," "Silver Garden," and "Silver Palace." (Ken Ziegenbein photo)




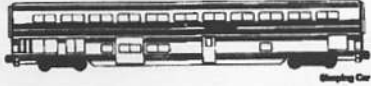
TOP - Part of the large crowds riding Branson Scenic's Railways tourist trains. The operation is run from the Missouri Pacific depot in Branson. **BOTTOM** - BSR may one day use these former IC FP7's (Wisconsin & Calumet) #96A and #106. Their current motive power is GP20 #483 (former UP) and GP35 #6527 (former SP). Call 417-334-6110 for tickets, schedule and information. (Ken Ziegenbein photos September 5, 1993)

AMTRAK'S MIDNIGHT TRAINS - 1993

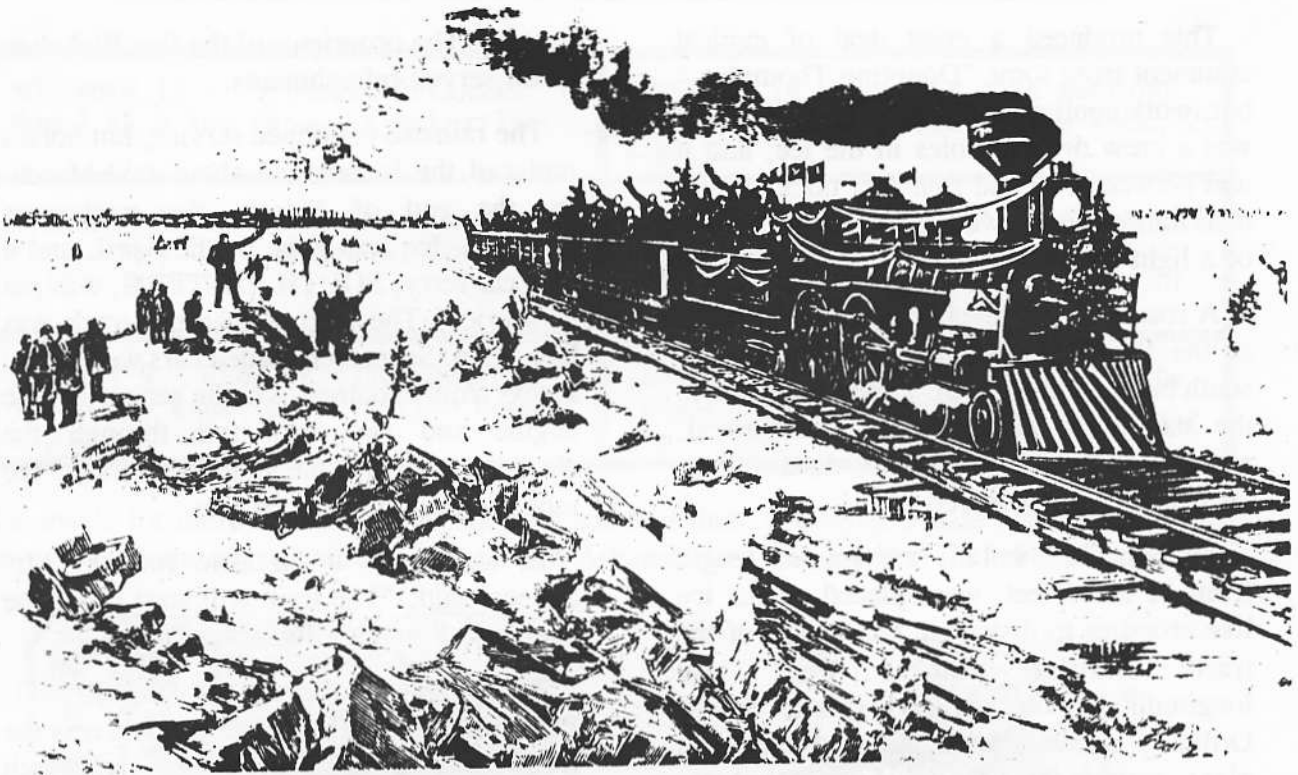
When you hear that lonesome whistle blow late at night, remember there are people riding trains all over the country. Ever wonder where passenger trains are running at midnight? Here is where all of Amtrak's trains were located at midnight in October, 1993 CENTRAL TIME (I converted all times to Central Time, which would be 10 p.m. on the West Coast, 1 a.m. on the East Coast, so you'd have an "instant" snapshot of the trains).

I used Amtrak's National Timetable, valid through October 30, 1993.

CITY	TRAIN #/NAME
Amherst, MA	#61, SB Montrealer
Between Willimantic, CT & Amherst, MA	#60, NB Montrealer
Columbia, SC	#81,91, SB Silver Star
Rocky Mount, SC	#87/97, SB Silver Meteor
Between Rocky Mount, SC & Petersburg, VA	#88/98, NB Silver Meteor
Between Jacksonville, FL & Savannah, GA	#82/92, NB Silver Star
Greensboro, NC	#19, SB Crescent
Charlotte, NC	#20, NB Crescent
South Portsmouth-South Shore, KY	#51, SB Cardinal
Connersville, IN	#50, NB Cardinal
Pittsburgh, PA	#41, WB Broadway Limited
Fostoria, OH	#40, EB Broadway Limited
Toledo, OH	#48, EB Lake Shore Limited
Between Schenectady & Utica, NY	#49, WB Lake Shore Limited
Between Cleveland & Alliance, OH	#30, EB Capitol Limited
Between Pittsburgh & Alliance, OH	#29, WB Capitol Limited
Centralia, IL	#59, SB City of New Orleans
Dyersburg, TN	#58, NB City of New Orleans
Arriving Carbondale, IL	#359, SB River Cities
Between Indio, CA & Yuma, AZ	#2, EB Sunset Limited
East of Sanderson, TX	#2, EB Sunset Limited
Bay St Louis, MS	#2, EB Sunset Limited
Between Madison & Tallahassee, FL	#1, WB Sunset Limited
Between Houston & San Antonio, TX	#1, WB Sunset Limited
Phoenix, AZ	#1, WB Sunset Limited
St. Louis, MO	#21, SB Texas Eagle

Between Little Rock & Newport, AR	#22, NB Texas Eagle
Between Marcelline & Kansas City, MO	#3, WB Southwest Chief
Between Flagstaff & Kingman, AZ	#3, WB Southwest Chief
Pomona, CA	#4, EB Southwest Chief
Garden City, KS	#4, EB Southwest Chief
Between Omaha & Lincoln, NE	#35, WB Desert Wind
Salt Lake City, UT	#35, WB Desert Wind
Milford, UT	#36, EB Desert Wind
Between Fort Morgan, CO & McCook, NE	#36, EB Desert Wind
Minneapolis, MN	#7, WB Empire Builder
Libby, MT	#7, WB Empire Builder
Between Pasco & Spokane, WA	#8, EB Empire Builder
Grand Forks, ND	#8, EB Empire Builder
Pocatello, ID	#25, EB Pioneer
Boise, ID	#26, WB Pioneer
Salt Lake City, UT	#5, WB California Zephyr
Elko, NV	#6, EB California Zephyr
Klamath Falls, OR	#11, SB Coast Starlight
Richmond, CA	#14, NB Coast Starlight
Del Mar, CA	#586, SB San Diegan
Wasco, CA	#710, SB San Joaquin
Oakland, CA	#709, NB San Joaquin
Martinez, CA	#705, NB San Joaquin
	





RAILROADING ON ICE

by: Gene Hull

The St. Lawrence River has been an important route of commerce since the early days of sailing ships. It is the outlet for water from the Great Lakes to the Atlantic Ocean. In the world of transportation, competition in the form of iron rails came in the 1870's. The Provincial (State) Government of Quebec laid rails along the north shore of the river between the cities of Quebec and Montreal, then westward up the Ottawa River to Ottawa, about 250 miles. This road was called the Quebec, Montreal, Ottawa & Occidental Railway.

Just across the river from Montreal there was another rail system, the South Eastern Railway. It ran from Longueuil, 6.9 miles south of Montreal, to Newport, Vermont. This was the only road south of the river not controlled by the Grand Trunk Railway. The GT built a large bridge across the St. Lawrence River a short way upstream from Longueuil.

In 1880, the superintendent of the South Eastern, Mr. L. A. Senecal, was appointed superintendent of the QMO&O. Neither of these roads was financially successful, and Senecal believed it would be mutually beneficial if they could exchange traffic. Being free of Grand Trunk control, they would have an outlet to the markets of the United States.

There was a mighty river between the two roads, and there was no money to build a bridge.

The SE and QMO&O formed a subsidiary company, the name of which was almost as long as its physical plant - La Compagnie de Traverse de Chemin de Fer d'Hochelega a Longueuil. During summer months the company would operate a car ferry across the St. Lawrence River, about a half-mile. When the river froze, stopping the ferry, the problem would be solved by laying rails and running trains ON THE ICE!

This produced a great deal of cynical comment from some "Doubting Thomases," but, work continued. By January 1880, there was a crew drilling holes in the ice, and it was between two and four feet thick. It was determined this ice would support the weight of a light train.

A roadway was leveled from the terminal of the South Eastern at Longueuil on the south bank, across the St. Lawrence River to the station of the QMO&O at Montreal, about 9,000 feet. Some of this distance was on frozen, snow-covered land.

Timbers 12" x 12", varying in length from 12 to 24 feet, were placed on the ice like crossties to distribute the weight of the train. Similar timbers were laid longitudinally on top and spiked down. Ordinary crossties were laid and spiked in place, making three layers of wood timbers. Finally light iron rails were spiked in place, and the ICE RAILROAD was ready. To test the structure, on 29 January 1880, a few loaded cars were pulled across by horses.

Two days later, 31 January 1880, a tiny locomotive named W. H. PANGBURN and two gondolas were ready to roll across the frozen river. Flags and evergreen boughs decorated the engine. A small evergreen tree was mounted on the pilot. There were 250 passengers in seats arranged in the cars. Quite a few persons would follow in sleighs, feeling more safe and comfortable. The train weighed about 60 tons.

The train rolled out of the station, and pulled slowly and carefully away from the shore. Water bubbled and gurgled up through cracks and holes in the ice. The train slowly picked up speed until it reached 10 miles an hour. A stop was made at midstream while photos were made, then it was on to Longueuil station on the South

Eastern. The proprietor of the fine Richelieu Hotel served refreshments.

The railroad continued service, but horses replaced the locomotive about mid-March. By the end of March, the track was removed. Ice was gone by 17 April, and a new car ferry, SOUTH EASTERN, was put in service. The next winter the track was laid again. Seventeen loaded cars were taken across from Montreal. On the return trip the engine and two cars fell through the weakened ice. At the first loud crack, the men on the train jumped free.

In answer to a sarcastic remark, Mr. Senecal said, "The train will start soon, the engine just stopped for water."

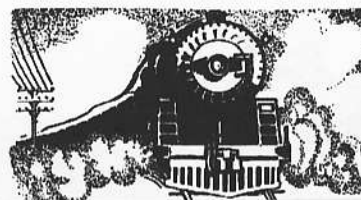
Thus ended the ICE RAILROAD. Passengers and freight were taken across the frozen St. Lawrence in sleighs. In March 1882, the QMO&O was bought by the Canadian Pacific. Soon the South Eastern was acquired, and they were connected by the St. Lawrence bridge at Lachine, a few miles upstream from Montreal.



UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<p>NOVEMBER 13 - Northwest Arkansas Model RR & Toy Show, Fayetteville.</p>	<p>NOVEMBER 14 - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.</p>
<p>DECEMBER 18 - Annual Christmas Party, Wyatt's Cafeteria, North Little Rock, 6 p.m.</p>	<p>JANUARY 1 - All-day get-together at Twin City Bank, beginning 8:00 a.m. Barton Jennings will show slides of Russia trip.</p>
<p>JANUARY 9 - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.</p>	<p>FEBRUARY 13 - Regular club meeting, Twin City Bank, North Little Rock, 2 p.m.</p>

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



RARE MILEAGE - During the Midwest floods of 1993, Amtrak detoured the Texas Eagle from Chicago to Memphis then westward over Union Pacific's line from Memphis to Bald Knob, Arkansas, where it got back on its regular tracks heading south for Little Rock. Here the Eagle passes through Wynne, Arkansas at 8:33 a.m. on August 2, arriving in Little Rock about 10:45 that morning, 3½ hours late. Notice the caboose in a park to the right of the engine. The old Missouri Pacific depot had been razed just one month earlier, according to member John Hale - it used to be to the left of the photo. (Ken Ziegenbein photo)

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, NOVEMBER 14 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..



ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Newsletter phone: (501)-758-1340

(Leave message on recorder if I'm not there)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

JOIN THE ARKANSAS RAILROAD CLUB

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

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

___ RENEWAL ___ NEW MEMBER ___ CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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