



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 28 NUMBER 11 NOVEMBER 1997



**MISSOURI PACIFIC ALCO PA-3 No. 8036** had just received a load of fuel oil at Little Rock, Arkansas' Union Depot in January 1962, on her way to St. Louis with Train No. 8. A few days later she became No. 79 during a renumbering exercise. A short time later she was sold for her electrical parts. Maintenance cost for the 36 PA units that Missouri Pacific owned was prohibitive and eight of them were traded to EMD for GP-18s and the others were sold.

*(Gene Hull photo)*



*ALCO FA-2 No. 340, resting near the North Little Rock engine house in 1960, was built in 1951. FA-1 No. 328 is shown in the background and was built in 1950. A year after this photo was made these units were traded to EMD. (Gene Hull photo)*

## LOCOMOTIVE TRADE-IN TIME

by: Gene Hull

World War II was over, the War Productions Board restrictions upon use of strategic materials had disappeared and the Missouri Pacific was in an epic struggle to reorganize and refinance the railroad under the direction of trusteeship.

The area of the country served by the Mo.Pac. was booming financially and all indications pointed to a continuing development in manufacturing and agriculture, which sustained the railroad.

Winds of change were blowing across the nation's railroads. Internal combustion engines were beyond the experimental stage and were being used as motive power. The diesel was adaptable and dependable. There were a couple of 900 h.p. units, purchased in 1937 from General Motors Electro-Motive Corporation, that were used in both road service and switching. They were numbered 4100 and 4101.

After the war, when various manufacturers began to produce diesel powered locomotives, the Mo. Pac. took advantage of the opportunity to experiment with the various types available. It seems the officials could not say "No" to a diesel locomotive salesman. Actually, it was a case of no one knowing what was best until it was tried. A veritable conglomeration of motive power began to appear, in addition to the old faithful steam engines.

By 1961 the Mo. Pac. had more than 1100 diesel electric locomotives in almost 40 different models from five manufacturers - General Electric, Electro-Motive Division of General Motors,

American Locomotive Company, Baldwin and Plymouth. There was a full gamut of horsepower ratings, from the 350 h.p. General Electric to the 1800 h.p. EMD. Many were not adaptable for operation with other models for multi-unit use. Also, parts for some of the older ones were not available. Dinosaurs living on borrowed time.

Records revealed that for some reason the ALCO units were often sitting in the shops for serious repairs. Possibly this was because the lack of parts led to deferred maintenance. The deterioration in 1961 prompted an engine trading decision.

Examination of the motive power records showed that a group of EMD GP(general purpose)18 engines purchased in 1960 were the "healthiest" on the roster. There were 29 of them, rated at 1800 horsepower and numbered 4801-4829.

In the fall of 1961 the decision was made to call on EMD for replacement. The trading ration was three ALCOs for two EMD's.



*ALCO-GE FA-1 No. 313 is getting a refreshing bath at the engine washer at the North Little Rock engine house in 1955. This was one of the earliest ALCO F1 units acquired in 1948. Appearance was important to the reorganizing Mo. Pac. (Gene Hull photo)*



*ALCO FPA2 No. 371 scares a flock of pigeons as it roars through North Little Rock with a southbound freight train in April 1956. This unit was 4 years old and was equipped with a steam generator for use in passenger service. (Gene Hull photo)*

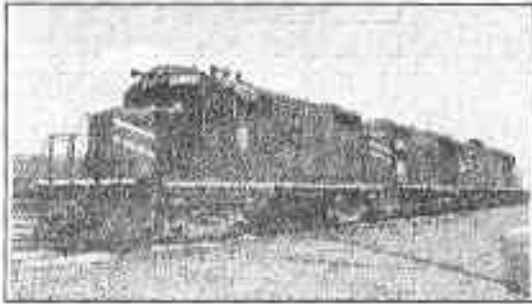


*ALCO FA-2 No. 340, resting near the North Little Rock engine house in 1960, was built in 1951. FA-1 No. 328 is shown in the background and was built in 1950. A year after this photo was made these units were traded at EMD. (Gene Hull photo)*

The ALCO units were the F1 and F2 models, rated at 1500 h.p. and 1600 h.p. and numbered 301 through 392 (some numbers had "A" and "B" units) for a total of 147. At a ratio of 3 for 2 the Mo. Pac. received 98 GP18 models from EMD numbered in the 400 series. The swapping was finished in January 1963 and the new engines were assigned to North Little Rock for service between St. Louis and Texas.



*In North Little Rock, near the service shop at Locust Street Yard in 1963, EMD GP18 No. 409 and sister No. 492 leads a string of motive power. The GP's were two of the new units acquired during the 1961-63 trade-in. (Gene Hull photo)*



*GP18 No. 410 sits near the North Little Rock service shop in 1974, just before being renumbered as 1910. The new GP18's received during the trade-in were mounted on the trucks of the ALCO units. (Gene Hull collection)*

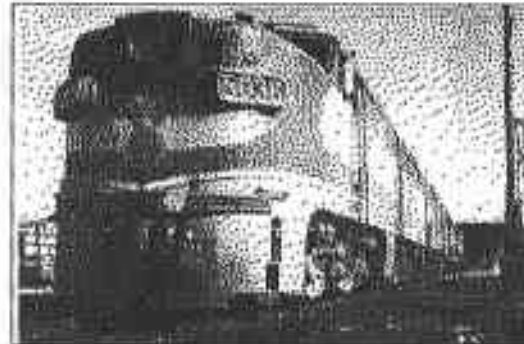


*EMD GP18 No. 413 was only six years old when her photo was made in 1968 at the North Little Rock service shop. It was renumbered 1913 in 1974. (Gene Hull collection)*

Between October 1949 and September 1952, the Mo.Pac. bought 36 PA (8,9) units for passenger service from ALCO. These units were ALCO's final effort against the competition by EMD with the famous "E" series. Aesthetically pleasing to many folks because of the long, flat top "nose," the PA's became very popular.



*EMD GP18 No. 422 was resting at the engine house in North Little Rock in 1971. Just behind her was ALCO RS-3 No. 974 built in 1955. (Gene Hull collection)*



*ALCO PA-3 No. 8036 had just received a load of fuel oil at Little Rock Union Depot in January 1962, on her way to St. Louis with Train No. 8. A few days later she became No. 79 in a renumbering exercise. A short time later she was sold for her electrical parts. Maintenance cost for the 36 PA units was prohibitive and eight of them were traded to EMD for GP-18's and the others were sold. (Gene Hull collection)*

Because ALCO used only one 16-cylinder engine in each unit the Mo. Pac. would not run a one-unit train because the train would be helplessly stalled if the engine failed. Two units coupled back to back was the standard operation.

The entire roster of 36 PA units was renumbered as Nos. 44 through 79 in 1962. During the next year, eight were traded to EMD for new GP18s. The rest were sold for their electrical components.

The Missouri Pacific preference for EMD units was pretty well established by 1962, the "trade-in time." ●



*In July 1955, ALCO PA-3 No. 8030 was rolling off the south end of Baring Cross Bridge at Little Rock, headed for Union Depot to take a passenger train to Texas. (Gene Hull collection)*



### 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. Thalmuciler, 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)

EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)

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 Shireliff, 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

**NOVEMBER MEETING MOVED BACK TO NOVEMBER 9** - With the regionwide cancellation of UP's steam excursions this year, we decided at the October 12 meeting to move our November meeting back to November 9 (originally our excursion date). The program will be given by **ROBIN THOMAS**. He'll talk and show slides on various railroad subjects. Time will be 2 pm at the usual place, the Mercantile Bank on Main Street in North Little Rock. Refreshments will be served.

**REPORT ON MEMBERS** - President Craig Gerard's mother is still bedridden. Bill Church is still located at the convalescent home in Lonoke. P.B. Wooldridge had a heart attack September 24 and is recovering at home in Lewisville, Arkansas. R. W. McGuire is in St. Vincents Hospital in Little Rock and would like calls or visitors.

**NOMINATIONS FOR OFFICERS 1998** - **PRESIDENT:** Leonard Thalmueller; **VICE-PRESIDENT:** John Hodkin, Jr.; **TREASURER:** Walter Walker; **SECRETARY:** Carole Sue Schafer. Other positions: **EDITOR:** Ken Ziegenbein; **NRHS NATIONAL DIRECTOR:** Jim Bennett; **BOARD '98** (to take John Hodkin's place): Robin Thomas; **BOARD '2002:** Bill Bailey. These will be voted on at the November meeting and installed at the Christmas Party.

**MPHS LIFETIME MEMBERSHIP GIVEN** - **MIKE ADAMS** was awarded a lifetime membership in the Missouri Pacific Historical Society at the October 11 meeting in Little Rock. Mike has been quite active in this organization over the years as well as having written many stories on the MoPac.

**CHRISTMAS PARTY TIME!** - Mark your calendars for **SATURDAY, DECEMBER 6** at 6 p.m. That's the date for our annual Christmas party. This year it will be held at Pulaski Heights Presbyterian Church in Little Rock. The meal will be catered and cost \$13 per person. Tom Shook will give a short program.

Please let us know if you will be there by sending in the \$13 (per person) to: Arkansas Railroad Club, Christmas Party, PO Box 9151, North Little Rock AR 72119. We'd like a count so that the caterers will know how much food to



prepare. (Sorry to say I can't be there as we have a prior engagement out of town which can't be broken - have fun and eat well!).

**P.B. WOOLDRIDGE HAS HEART ATTACK** - Club member and writer of many Cotton Belt stories, P. B. Wooldridge, had a heart attack on September 24, 1997. He said his world collapsed at 430 a.m. that morning as he awoke with severe head and chest pains, increasing by the minute. Although he didn't think he had a chance, an ambulance was called. He and his wife had what they considered their final farewells as he was hauled away to Wadley Hospital in Texarkana. Before the ambulance stopped at the hospital, his heart stopped beating and he was placed on life support. He had bypass surgery (five) and is currently at home. He said "it's nice to be back!" If you'd like to write him, his address is: P. B. Wooldridge, PO Box 716, Lewisville, AR 71845-0716.



**UP COUNTRY STORE TO OPEN** - Union Pacific's Country Store at the Jenk's Shops in North Little Rock will be open to the public on Saturdays beginning November 8 at 9 a.m. They will be open all Saturdays until Christmas in case you'd like some nice Christmas gifts for your UP fans. (John Jones)

**FAIR'S BOOK AVAILABLE SOON** - James R. Fair's book on the L&A Railroad will be published in November and he will send us brochures on it soon.

**NOVEMBER BIRTHDAYS** - HAROLD D DUDLEY (11/03); ROBERT B WRIGHT (11/04); PHILIP L MOSELEY (11/05); LLOYD A NEAL (11/08); WINFRED J VICK (11/08); ROBERT H WILLIAMS (11/10); SILVERIO MARTINEZ (11/12); WILLIAM E LUTTRELL (11/13); PHILLIP H SCHUETH (11/13); ROGER K CHRISHOLM (11/17); JERRY NUNN (11/17); JOHN ADAMS (11/18); LOWELL E SALE (11/18); CHARLES V STEVENS (11/20); CARL E BARNES (11/21); BARTON JENNINGS (11/22); PAUL L HOGE (11/28); JESSE E PORTER JR (11/29); DR. EDWARD A METZ (11/30).

**CALENDARS FOR 1998** - For a great Christmas present, buy yourself and friends a 1998 Arkansas Railroad Club calendar. They contain 14 black & white photos of various railroads in Arkansas. As you know, the price is \$7 each, but if you buy 10 or more, the price is only \$6 each. Why not buy a bunch for your gift list?

To order one, send in the coupon located elsewhere in this newsletter.

**EXCURSION PUBLICITY PERSON NEEDED** - We are looking for someone to take over the advertising for future Union Pacific (or other railroad) excursions hosted by our club.. This would include making ads for newspapers, radio stations, magazines. It also would include making trip brochures, mailing them to our past trip riders, and helping post the brochures around the city. I will no longer do any of this (four excursions are enough for me - I am burned out, even if I do have the time to do it).

If interested, let us know. I will give you all the addresses we use and the contacts. You will then be responsible for maintaining this list. If you've been sitting on the sideline of the club and wanted to help us, now's your chance! Thanks in advance. - Ken Ziegenbein - editor of the *Arkansas Railroader*.

Write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. John Hodkin will still be in charge of the overall excursion particulars, such as contacting Union Pacific, getting buses, food, printing tickets, etc. I will also continue to help out, but NOT do the advertising.

**CONTINUOUS 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. You can also send me any current railroad news stories or stories from the past on computer disk. I can use any format, including WordPerfect 5.1, 6.0, 6.1, 7.0 or 8.0 and Microsoft Word 97. I can convert any graphic file to any other format. However, you MUST use a 3.5" floppy - I no longer can use the 5 1/4" size.

## 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** - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can pick them up at the meeting or order from the

Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Cost is \$29.95 plus \$4.50 postage and handling. To use MasterCard or Visa, you must call White River Productions at 816-695-4433.

**WANTED** - Photos of the L&N's two 70-GE's in any form of ownership. The L&N re-engineered them with Alco prime movers. Contact Russell Tedder, 1401 Cedar St, Crossett AR 71635-4009 or call 870-364-8490. (Russell has recently retired, by the way)

**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 abandonment proposals have been printed in the Federal Register. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met.

**ALABAMA - NORFOLK SOUTHERN** - To abandon the Berry-Belk Line, extending from m.p. 862.8 at Berry, AL to m.p. 884.9 at Belk, AL, a distance of 22.1 miles. Final decision by December 29, 1997. (FR September 30, 1997)

**OHIO - WHEELING & LAKE ERIE RAILWAY CO** - To abandon 11.4 miles of line on the Georgetown Branch from m.p. 0.0 in Adena to m.p. 0.5 at AC&NA Junction and from m.p. 0.0 at AC&NA Junction to m.p. 10.9 at the former Georgetown Coal Preparation Plant, all in Ohio. The 0.5-mile segment of the Georgetown Branch between Adena and AC&NA was formerly the north end of W&LE's Saginaw Branch, which was abandoned in 1993. Effective November 1, 1997. (FR October 2, 1997)

**PENNSYLVANIA - PITTSBURG & SHAWMUT RAILROAD INC.** - To abandon the Widow Branch extending from m.p. 0.0 near Dee, PA to m.p. 3.14 near Widnoon, PA, a distance of 3.14 miles. This includes the station at Widow. Final decision January 6, 1998. (FR October 8, 1997)

**PENNSYLVANIA - PITTSBURG & SHAWMUT RAILROAD INC.** - To abandon the Brockway to Brookville Branch, from m.p. 2.0 near Brockway to m.p. 19.0 near Brookville, PA, a distance of 17.0 miles. Includes the stations of Beechton, Sugar Hill, Reitz and Allens Mills. Final decision by January 6, 1998. (FR October 8, 1997)

**PENNSYLVANIA - PITTSBURG & SHAWMUT RAILROAD INC.** - To abandon the Conifer Branch from m.p. 0.00 near Norman, PA to m.p. 5.08 near Conifer, PA, a distance of 5.08 miles. Includes the stations of Stanton, McGareys, Conifer and End Conifer. Final decision January 6, 1998. (FR October 8, 1997)

**VIRGINIA - INTERSTATE RAILROAD COMPANY** - To abandon 2.6 miles between m.p. D-0.0 at Dorchester Junction and m.p. D-2.6 at Dorchester, Virginia. Effective November 9, 1997. (FR October 10, 1997)



**MAINE - BANGOR & AROOSTOOK RAILROAD CO** - To abandon 5.66 miles of line on the Fort Fairfield Branch from m.p. F-13.00 to the end of the branch at m.p. F-18.66 in the town of Fort Fairfield, Maine. Effective November 9, 1997. (FR October 10, 1997)

## ARKANSAS RAIL NEWS

### DELTA SOUTHERN LEASES LINE

(*Dermott*) - Delta Southern RR leased 39.4 miles of line from Union Pacific (MoPac) from Dermott to Warren, Arkansas effective September 6. The DSR also has trackage rights over UP between McGehee and Dermott in order to connect with its existing line. (*via Don Weiss*)

### ENERGY SUES UP

Energy's two coal-fired generating plants in Arkansas filed suit against UP October 3, alleging breach of contracts for coal delivery. Energy says UP was not getting the coal to

the plants on time or in the needed quantity. Other coal-fired plants in Texas are also filing suit. (*Arkansas Democrat-Gazette October 4, 1997 by Randy Tardy*)

### ARKANSAS & MISSOURI RR NEWS

The Arkansas & Missouri Railroad signed an agreement in September 1997 with the Federal Railroad Administration to improve safety and take specific steps to improve track and equipment inspection, training measures and operating practices. Key requirements of the agreement include: a track maintenance program of special track inspections and

vegetation control; a maintenance of way worker protection program for employees and independent contractor employees involved in track work; a joint-replacement program to locate and replace insulated joints at highway-rail grade crossings, in the signal system and in the bridge interlocking system; revision and implementation of a program of operational tests and inspections. Copies of the agreement can be obtained from the FRA Office of Public Affairs at 202-632-3124. (*Transport News, FRA report*)

## GENERAL RAIL NEWS

### UP CLOSES ONE COLORADO LINE

(*Towner, Colorado*) - Effective October 8, 1997, Union Pacific closed the former Missouri Pacific line between Towner, Colorado and NA Junction, Colorado from milepost 747 to milepost 869.4. This was the ex-MoPac line that carried the famous *Colorado Eagle*. NA Junction is where this line crosses the Santa Fe (BNSF). Towns losing service are Ordway, Sugar City, Eads, Chivington and Towner. Under Southern Pacific, this line was upgraded with trackage rights with UP.

### NEW SHORT LINE OPERATION

(*Montroeville, Alabama*) - The Alabama & Gulf Coast Ry LLC began operating (on September 27, 1997) a former Frisco line between Magnolia, Alabama and Pensacola, Florida, over 150 miles. Connections with the CSX and BNSF are made at various points. Traffic will be mainly paper and forest products and use 40 to 50,000 cars a year. The line was built in 1911 by the Gulf, Florida & Alabama RR. (*via Don Weiss*)

### NEW/CHANGED REPORTING MARKS - JUNE/JULY 1997

From Don Weiss comes the following new reporting marks for June/July 1997:

*New reporting marks:*  
AGYX (Centrex Construction Products Inc); AMTZ (National Railroad Passenger Corp - Amtrak); CCPN (Corpus Christi Terminal Railroad Inc); CGOX (Cargill, Inc); EDZX (Envases De Zacatecas S A De C V); FFTX (Fun Trains Inc - Florida); HCRY (Huron Central Railway Inc); MLSX (Monsanto Company); MNBR (M&B Railroad LLC); NSLZ (Nestle Transportation Co); PJRL (Penn-Jersey Rail Lines, Inc); PPHX, PPTX (PCS Phosphate Company Inc.); RTIX (RTI - Railroad Services); SFR (Southern Freight Logistics LLC); TACX (The American Coal Sales Co); TPHX (Thomas Payne Holdings, Inc); TTIZ (Tandem Transport, Inc.).

ADSX (Andrew Merriless Limited); ANSX (AnSCO Investment Co); BGSX (Strata Corp); CFTX (Canadian Fertilizers Limited); IOCX (Rail Enterprises, Inc); LDSX (Lambton Diesel Specialties, Inc); MALX (Mid-America Locomotive & Car Repair, Inc); OOOX (Osborne, Inc); PWCX (Inland Cement Limited); SOTX (Southern Concrete Construction, Inc); TFM, TMFU, TFMZ (TFM, S.A. DE C.V.).

### *Changed reporting marks:*

IRMZ (from Iowa Interstate Railroad Ltd to Iowa Interstate Intermodal); MB (from Meridian and Bigbee Railroad Co to M&B Railroad LLC); SSW, SSWN, SWTZ (from As equipment identifiers to Union Pacific Railroad Co).

ANAX (from Excel Railcar Corp to General Electric Railcar Services Corp); FNE (from National Railways of Mexico to TFM, S.A. DE C.V.).

### *Updated reporting marks:*

BNSF, ATSF, BN, BNFE, BNQ, BNAU, BNAZ, BNRQ, BNSU, BNZ, CBQ, CS, FWD, GN, LSFZ, NP, SFLC, SFQ, SFTU, SFTZ, SFVZ, SLSF, SPS (Burlington Northern Santa Fe Railway Co); SUN (Sunset Railway Co).

### *Canceled reporting marks:*

ATGU, BNRZ, CBQZ, HSFZ, RBB, RBBN, RBBQ, RBCS, RBW, SFRC, WOBX (Atchison & Topeka Santa Fe Railway & Burlington Northern).

*Why do psychics have to ask you for your name?*

**UP USES SHIPS (MAYBE)**

In early October, Union Pacific was reported to have contracted with APL Ltd's ship the *President Jefferson* to haul 660 containers from the west coast to Savannah, Georgia via the Panama Canal in order to relieve extensive congestion on UP's tracks in the south. It was later reported that this shipment was canceled.

#### UP TO CANCEL SOME INTERMODALS

On October 18, Union Pacific announced that it was suspending for a couple of months five intermodal trains between Chicago and Texas to help relieve its congestion. The suspension will begin November 1 and last until the end of the year. (*UP press release and Randy Tardy in the October 18 Arkansas Democrat-Gazette*)

*On the other hand, you have different fingers.*

#### FRISCO 1522 REPAIRS

(*St. Louis*) - The St. Louis Steam Train Association will repair the 1522 steam locomotive. A lot of work needs to be done to restore it to operating condition and they are in the process of raising \$150,000 to do it. If all goes well, repairs will be made by the end of 1998 or the early part of 1999.

#### DART GETS GRANT

(*Dallas*) - Dallas Area Rapid Transit received \$13.7 million in federal grants on October 4 for the extension of the North Central Light Rail Transit line by 12.3 miles from Park Lane in Dallas to Parker Road in Plano.

#### SAN ANTONIO TRAIN STATION

Apparently, the historic Southern Pacific Sunset depot on Commerce Street in San Antonio is being renovated, but will be turned into a saloon instead of returning to passenger train use. The *Texas Eagle* now uses a small building in San Antonio instead of the larger station. There is an effort from a group in San Antonio to help keep this station as a train station. They are asking for help. You can help by writing to Mayor Howard Peak, City of San Antonio, City Hall, Military Square, San Antonio TX 78205 and reminding him that this station needs to be kept a train station and that it is a public building, not to be given to a saloon operator.

#### OCTOBER 27 PUBLIC HEARINGS

The Surface Transportation Board was to hold hearings October 27 to let people report on the status of rail service in the western U.S. and to preview proposals for solving the service problems that exist. Some of this stems from the UP/SP merger and the massive congestion problems of UP during the past few months.

The *Kiplinger Washington Letter* of October 3 says it will take until the end of the year to untangle much of the congestion on the nation's railroads. According to this publication, the main reason for this congestion is "a series of colossal blunders by Union Pacific, closing rail yards, consolidating routes and laying off crews."

Meanwhile, truckers are having their own problems, mainly not enough drivers. They say they need 300,000 new drivers. (Railroads, are you listening? Your whole future may be at stake here).

(*Via Jim Johnson and a STB news release*)

#### KANSAS CITY LIGHT RAIL

As St. Louis tries to expand its very popular light-rail system by asking for another half cent tax, Kansas City is thinking about building one of its own. Using St. Louis as an example, it has 18 stations along 17 miles of track. About 42,000 riders use the system each day with 14.5 million using it in 1997 through September, up 12.5 percent from 1996. The St. Louis system cost \$464 million and is paid for by a county sales tax and \$1 fares. (*Kansas City Star, October 13, via Jerry Nunn*)

#### KCS STRIKE

The United Transportation Union had a strike against the KCS on October 7, but the strike was quickly halted by a federal judge. The strike was called, according to the union, by a KCS V.P. who threatened and harassed several African-American employees in Shreveport. The VP in question had come to KCS from MidSouth Corp. KCS CEO Michael R. Haverty said the union had not told him or other executives about the incidents. The union did, however, file the usual grievances. Meanwhile, KCS Industries announced that they will separate the railroad from its financial services business. (*Kansas City Star, October 8, 1997 via Jerry Nunn and Jim Johnson*)

#### TRACKS TAKEN UP

The old ATSF line between Altus, Oklahoma and San Angelo, Texas was being pulled up the week of September 20. (*Via the Internet*)

#### FLORIDA FUN TRAIN

(*Orlando, Florida*) - First American Railways, Inc., announced on October 15 that it would commence regular scheduled passenger train service between south and central Florida on the Company's Florida Fun Train, the nation's first entertainment-based passenger train service. The train runs from Poinciana (outside Orlando) to Hollywood (outside Miami), taking four hours each way. Entertainment onboard is family oriented, with strolling entertainers, clowns, video games, music and dancing in the Tiki-Railbar, upscale dining, and a wine bar and pub. There's also a 1950s style diner and gift shop onboard. The company also operates the Durango & Silverton Narrow Gauge Railroad (bought last year from its previous owner). (*News release*)

#### SILVER STREAK RETURNS

After a three-year restoration at Northern Railcar Corp. in Milwaukee, the original Burlington *Pioneer Zephyr* returned to Chicago's Museum of Science and Industry on October 16. It was lowered onto a new track in the museum and will become a new exhibit called "All Aboard the Silver Streak." This exhibit will feature an onboard tour and interactive exhibits on diesel fuel, gravity and stainless steel. Special effects will give visitors the feeling that the train is in motion, with projection screens on the windows offering scenic settings.

The trainset was moved through the city of Chicago on a flatbed truck, which gave visitors an interesting sight. The train had been on display on the museum's grounds since 1960, one year after it was taken out of service. The Grainger Foundation funded the \$1.5 million restoration.

On its inaugural run from Denver to Chicago in 1934, the *Zephyr* broke a land speed record, traveling at 112 mph and reaching Western Avenue in Chicago in 13 hours and 4 minutes. A one-way ticket was about \$6 and a coach class seat was \$4. The train carried 85 passengers and crew, and Zeph, a burro sent along as a mascot. The train's modern, art deco style was designed by

Paul Cret and Holabird & Root. *(Via the Internet)*

#### BNSF SELLS LINE

*(Tulsa)* - The BNSF agreed to sell its line between Oklahoma City and Tulsa to the state of Oklahoma for \$6.5 million. The state will lease the 100-mile line to a short line operator, as it has done for about 680 miles of other lines in the state. The state makes a small profit from these leases, by the way (Arkansas legislators, are you listening? You could have done the same thing with the Rock Island in the early 1980s but dropped the ball). *(Via the Internet and Robert Oswald)*

#### FLASH! (floods, that is)

The FRA on September 4 issued a safety advisory to all Class 4 or higher railroads and all those with passenger trains that they need to get National Weather Service flash flood warnings out to dispatchers within 15 minutes. Train speeds must be reduced and

special inspections must be made on bridges subject to flood damage. The advisory takes effect November 4. *(Rail Travel News)*

#### BNSF BUYS HOPPERS

BNSF will acquire 6,000 new hopper cars from Trinity Industries of Dallas to replace older cars in its grain fleet. BNSF currently has 33,000 grain cars. *(Via the Internet)*

#### UP RECOVERY PLAN

Here are some of the highlights of UP's recovery plan it gave to the Surface Transportation Board on October 1:

Temporarily divert certain traffic over other railroads - Release selected traffic to other railroads - Divert trains from heavily traveled routes to other lightly used lines - Suspend some unit coal trains and give others to BNSF - Operate fewer, longer trains with fewer engines.

The KCS has already begun hauling some grain trains for the UP between the Midwest

and Texas and Louisiana. It is also understood that the UP has begun running empty coal trains between Little Rock and Wyoming over the Missouri & Northern Arkansas (former White River division of the MoPac) through north Arkansas. *(UP press release)*



**A L C O  
SOLD**

Coltec  
Industries on  
October 3  
said it  
acquired the

assets related to the Alco locomotive business from General Electric Co. The assets pertain to the manufacture and sale of locomotive engines, turbochargers and Alco locomotive chassis components. GE has retained the rights for India, where GE will continue to sell Alco products. *(Via the Internet)*

## AMTRAK NEWS

#### TEXAS EAGLE TO INCREASE FREQUENCY

Beginning in February 1998, the *Texas Eagle* will increase its frequency from three trains in each direction each week to four. The fourth train will operate as a trough train to Los Angeles, meaning you could get on in Little Rock and not have to change trains in San Antonio. This would also mean the first increase in frequency on the *Sunset Limited* route west of San Antonio in 30 years. Amtrak said it was able to do this because of the increased express car business. *(Amtrak press release and Dan Barr of Houston)*

#### AN AMTRAK CLASS ACT

On October 7, Amtrak's *Carolynian* struck a man who had stepped in front of the 90 mph train to commit suicide. The engineer, Rich, had to be relieved, taking this event very

rough...it was his first fatality. He was relieved by Lisa of the Washington DC crewbase. As she continued south of Baltimore, the windshield in the locomotive was shattered by rock-wielding thugs of southwest Baltimore. Her face was covered with glass. She couldn't see out her windshield and was in a fair amount of pain, but the conductor moved up to the engine to be her eyes from the fireman's side. The train proceeded to Washington, DC, where she received the needed medical attention.

Lisa's dedication is more the norm for Amtrak engineers, more than the usual "news media fed" ideal of the kind of people that always need to be drug tested. Prayers go out for Rich and Lisa. *(Via the Internet by Earl, an Amtrak engineer for 23 years)*

#### TEXAS EAGLE CONSIST CHANGE

The *Texas Eagle* changed its consist back to baggage-transition dorm-two sleepers-diner-lounge-two coaches-express cars on October 16. During recent weeks, it had put the diner on the rear of the train instead of the middle to avoid patrons coming into the car from both directions. However, the lateral sway on the rear diner didn't play well with diners or staff, so the change was made.

#### POSSIBLE STRIKE

Members of the BMW union planned to strike Amtrak on October 22 over pay and other benefits. At this writing (October 20) it was not certain what would happen, although the unions did agree to let some commuter trains operated by non-Amtrak personnel run during the strike.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**OKLAHOMA CITY, OK** - December 6,7 - 20<sup>th</sup> Annual Oklahoma City Train Show - held at the Transportation Building on the Oklahoma State Fairgrounds in Oklahoma City. Over 100 model train vendors will be there with over 12,000 square feet of operating layouts as well as railroadians things. (This show usually has about 10,000 people through the door each year).

#### ARKANSAS RAILROADER



*Photos at left show the former Missouri & North Arkansas depot in Leslie, Arkansas, taken in October 1996 by G. W. Schmidt.*



The following is a story called "Mission of Mercy" and is from the book "The Fighting Railway Mayor" by Earl Walker, a 50-year Rock Island engineer. It appeared in the December 1989 "Dispatcher," newsletter of the Central Oklahoma Railfan Club.

### MISSION OF MERCY



On November 13, 1948, I was called at Liberal, Kansas for Train No. 3, the Golden State Limited. A blizzard was in full progress. Visibility was zero and the temperature was about the same. We pulled out with a full trainload of passengers for California.

The diesel windshields had been cleaned at Liberal. But I kept the wiper working to keep any buildup of snow against the windshield which would completely obscure even the poor vision I had.

For all of two miles, things went well. But the first cut we hit was filled with drifted snow. The sudden impact, because of the contour of the engine front, packed the windshield with about four feet of snow. Vision was now zero ahead. From the left window, the Fireman could catch a landmark only occasionally.

The block signals along the track were all out of service this night because of the storm. With the block signals out, the horn froze up, the bell silent by packed snow, the headlight glass out, all we could do was -- just go!

At Tyron we were given a message and a milepost number. Now we were not merely going to the Golden State in the West, we had another mission. We were on our way to the rescue of 18 stranded motorists. How to find them? Not a milepost number could be seen.

I reasoned that I could run the train at 30 mph, even at the worst places. If I ran for 16 minutes, this would place me at the spot two miles east of Optima where the stranded motorists were snarled in the snowbanks and deep-freeze of the storm.

Approaching this point, a faint flare of light could be seen over on the highway. My mathematical figuring had placed me at the crucial spot!

My fireman, Bill Murdaugh, made his way over to the stranded motorists and told them our train was waiting for them. It would have been difficult to describe the looks on their faces when they realized they were being plucked away from possible death to the warmth and safety of our transcontinental train of mercy. ~~END~~



The **Delta Heritage Trail** draft master plan was released September 24, 1997. This RAILS-TO-TRAILS project will be developed along the 73.22-mile former Union Pacific (Missouri Pacific - *Delta Eagle* route) right-of-way which runs from one mile south of Lexa, Arkansas to five miles northeast of McGehee, Arkansas (near Cypress Bend). This trail will be the first long distance hiking-biking trail developed in Arkansas. The plans include trying to get a tourist train operator to run 32 miles between Snow Lake and Cypress Bend. UP donated this corridor to the state in 1992, which includes bridges over the Arkansas and White Rivers and goes through White River National Wildlife Refuge. The entire project should be finished by 2007. Arkansas Railroad Club member Cliff Ferrell is already on site as the park ranger. *(Thanks to Lynn Gaines for the above information and plan and to the DeWitt Era-Enterprise via Jim Bennett)*

# 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.



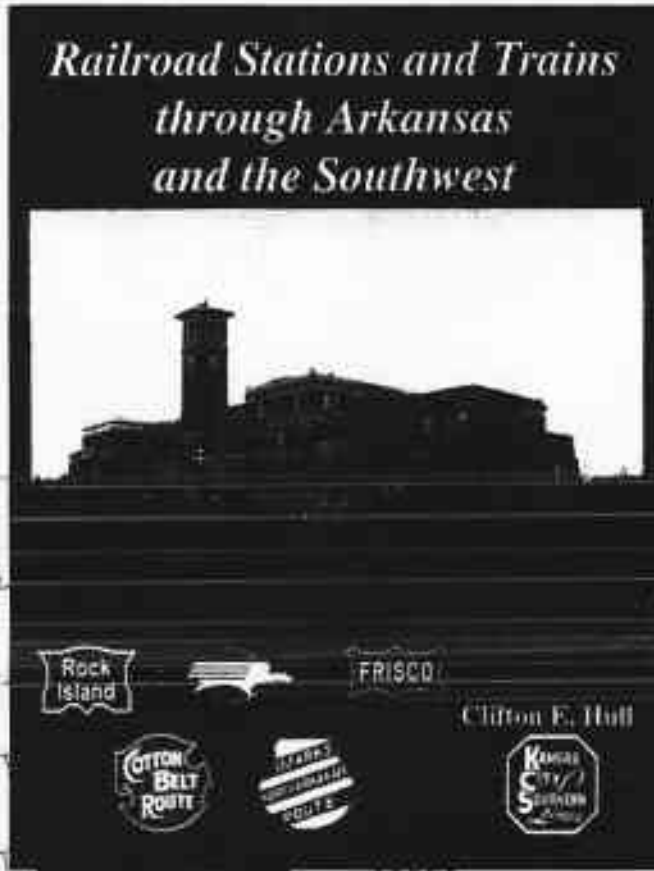
Announcing  
A Publication of the  
**LITTLE ROCK CHAPTER**  
National Railway Historical Society  
**ARKANSAS RAILROAD CLUB**



This exciting new title focuses on the railroads of Arkansas, and includes detailed coverage of the many stations and trains throughout Arkansas and the southwest.

It includes coverage in Arkansas, Missouri, Tennessee, Oklahoma, Louisiana, and Texas. Revisit the days of old on the Rock Island, MoPac, Texas & Pacific, Cotton Belt, Frisco, Missouri and North Arkansas, and the Kansas City Southern!

An informative text is combined with hundreds of photographs.




Join author Clifton Hull on a journey back to the days when the local passenger depot was the hub of activity in every trackside community. He and fellow Arkansas Railroad Club member Tom Shook and a host of contributors bring back days of glory - a time when the station agent was one of the most important and respected citizens.

Seven informative chapters detail the region's railroads in spectacular color and black and white. Railroad passes, timetable reproductions, maps, and beautiful graphics make this book a must for the casual or serious fan of Arkansas railroading!

Graphic design, cartography, and artwork by Kevin EuDaly, White River Productions.

- ◇ 8 1/2 x 11 Vertical Format
- ◇ 120 pages, 8 in Full Color
- ◇ 100 Pound Gloss Enamel
- ◇ Hardbound
- ◇ Full Color Dust Jacket

**Pre-Publication Sale Price:**  
 Plus \$4.50 shipping and handling  
**\$29.95 After November 1, 1997!**

**Two Ways to Order:**  
 make check or money order payable to:  
 The Arkansas Railroad Club  
 PO Box 9151,  
 North Little Rock, AR 72119  
**OR:** make check or money order payable to:  
 White River Productions  
 24632 Anchor Ave  
 Bucklin, MO 64631



For MasterCard/Visa orders, Call White River Productions at (816) 695-4433  
 Dealer inquiries welcome!





**TOP:** On the White River Scenic Railway excursion by the Missouri Pacific Historical Society October 10, 1997, left to right: Daved Lafferty, Mike Adams, Phillip Andrews. **BOTTOM:** Members of the MoPac Historical Society enjoy an excursion along the famous White River line of the former Missouri Pacific (now Missouri & Northern Arkansas) through northern Arkansas on October 10. They are seen here in Norfolk, Arkansas. (John Jones photos)