



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 28 NUMBER 10 OCTOBER 1997



Club members Bill Pollard (left) and Bill Eldridge (center) were chatting with Amtrak President Tom Downs when he was in town August 29 to publicize Amtrak's *Texcas Eagle* and an association to help preserve old train stations. (Ken Ziegenbein photo)



*Sequatchie Valley Railroad's FP-7 No. 600 (see September 1993 Arkansas Railroader) sits in a line of other old engines in South Pittsburg, Tennessee on April 7, 1995. It originally came off the Milwaukee Railroad according to a SVR Railroad employee. (Carl W. Lancaster photo)*



*On August 29, 1997, Amtrak ran a special train through Little Rock touting preservation of train stations. (Ken Ziegenbein photo)*

### 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)  
**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 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

The next meeting of the Arkansas Railroad Club will be on **Sunday, OCTOBER 12**. We will have a program given by Kevin EuDaly of White River Publications and former editor of Missouri Pacific Historical Society's *The Eagle*. The meeting/program begins at 2 p.m. on the third floor of the Mercantile Bank on Main Street in North Little Rock (just across the street from the Riverfront Hilton). His program is always interesting, with slides and information about the Missouri Pacific and other railroads. He will also have our book, *Railroad Stations and Trains through Arkansas and the Southwest* written by Clifton Hull, ready for you to buy. Get some copies for Christmas gifts!

November's program will be by Robin Thomas. The November meeting date has been changed to November 16<sup>th</sup> because of the conflict with our November 9<sup>th</sup> excursion.



### CHRISTMAS PARTY TIME

Our annual Christmas Dinner is scheduled for Saturday, December 6<sup>th</sup> at Pulaski Heights Presbyterian Church. We'll have a catered meal - prices yet to be determined. The Christmas program will be given by Tom Shook. Plan now to attend.

**STEAM TRIP NOVEMBER 9 - CAR HOSTS NEEDED!** - We need carhosts on the Tyler to Pine Bluff November 9 UP 844 steam excursion. If interested, send your name and address and phone number to the Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119. The trip is free to carhosts, but you must pay your own bus fare to Tyler and then Pine Bluff back to Little Rock. You're also responsible for your own motel reservations (see form and prices in enclosed

brochure).

An order blank is enclosed for ordering tickets, which includes the bus and motel prices. Notice that there will be three intermediate stops. Buses will be provided for return trips, but at extra expense. The Cotton Belt Rail Historical Society in Pine Bluff is also selling tickets for a percentage. Another copy of this order blank can be obtained from our Internet Web site at: <http://pw1.netcom.com/~ken.z.rw/weather/trains/844.html>

Union Pacific also has our address and other information on their company Internet Web site at: <http://www.uprr.com>  
The train will have 652 seats available, including 5 coaches, one diner and 6 dome-coaches. Although food will be available, it will NOT be included in the ticket prices - we will sell it onboard.

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

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

**OCTOBER BIRTHDAYS** - BILL B. BAILEY (10/02); J.R. GRAY (10/08); DEANE BALDWIN (10/12); LEE HALTOM, JR (10/17); DAN BARR, JR (10/18); LEONARD L. THALMUELLER (10/22); THOMAS H. LEWIS (10/23); J. PHIL POWLEDGE (10/25); JEFFERY L. WESTBROOK (10/26); STEVE LASER (10/27).



**KCS WEEKEND** - A group of Kansas City Southern Historical Society members will be making their annual pilgrimage to the Ouachitas of western Arkansas from Friday, October 31 through Sunday, November 2 to play and photograph the KCS as it rumbles across Rich Mountain and other places on its main line through Arkansas and Oklahoma. "Base Camp" will be the Limetree Inn, Best Western, in Mena, Arkansas. This gathering is informal, but all seem to have a good time. To make reservations at the motel, call 501-394-6350.

**HOT SPRINGS WEEKEND** - A tour of Hot Springs, Arkansas and other activities is planned for October 23-26, with Amtrak's *Texas Eagle* being the main way of getting close to the town. Arrangements have been made for reserved seating aboard the *Eagle* on Thursday, October 23, going from Texas to Malvern, Arkansas. There a bus will take you to Hot Springs, where you'll spend a weekend shopping, eating and touring.

The headquarters hotel will be the Hot Springs Park Hilton, 501-623-6600, ext 259, where a special rate of \$60 per night is available if you request the Amtrak Texas Eagle Tour. You'll be on your own both days, but you'll recapture the nostalgia of riding a train to get "mostly there."

To participate, mail a check for \$20 (to cover the bus to Hot Springs and back from Malvern) to Amtrak Texas Eagle Tour, c/o Ray Dunbar, PO Box 5165, Longview TX 75608-5165. To get your Amtrak tickets (boarding in Texas), call the Longview Amtrak station at 800-669-8509. Boardings may be made from Dallas, Fort Worth, Mineola, Longview or Texarkana (of course, you could board anywhere in Texas).

Call Ray Dunbar, 903-759-0116 or Bill Pollard, 501-327-7083 for more details.

**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.

**NRHS NEWS** - October 2 - NRHS's 62<sup>nd</sup> anniversary; November 7-9 - Fall Board of Director's meeting in Dearborn, Michigan; March 27-29, 1998 - Spring Board of Director's meeting in Roanoke, Virginia; July 8-12, 1998 - Annual convention in Syracuse, New York. Future national conventions: 1999 - Sacramento, California.

**OBIT:** Past National President, Raymond A. Wood, died September 1, 1997 of complications of cancer.



NRHS national address: PO Box 58547, Philadelphia PA 19102-8547.

## 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** - Orders are being taken for the Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. Until November

1, 1997, the price will be only \$24.95 (plus \$4.50 shipping and handling). BOOKS SHOULD BE AVAILABLE AT THE OCTOBER 12 MEETING. Kevin EuDaly, also our program presenter this month, will bring them. You can pick them up at the meeting or order from the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. To use MasterCard or Visa, you must call White River Productions at 816-695-4433.

**WANTED** - Photographs of 1940's-1960's streamlined passenger trains anywhere in the country to be used in the *Arkansas Railroader*. Also, photographs of depots in

use during the same time period. Your photographs will be returned. Send to Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118 or e-mail at ken.z.rw@ix.netcom.com.

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

## RAILROAD ABANDONMENT PROPOSALS

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

For each new abandonment proposal, I'll take off the same number from the top of the list, so the latest will always be on the bottom.

**INDIANA - OWENSVILLE TERMINAL COMPANY, INC** - To abandon a line known as the Cynthiana-Owensville line between m.p. 277.0 north of Cynthiana to m.p. 271.0 North of Owensville, a distance of 6.0 miles. Final decision due by November 7, 1997. (FR August 11, 1997)

**WYOMING - UNION PACIFIC** - To abandon the Casper branch extending from m.p. 590.0 to the end of the line at m.p. 607.8 near Casper, Wyoming, a distance of 17.8 miles. The UP also is asking to discontinue trackage rights over BNSF from m.p. 532.5 near Orin to UP m.p. 600.0 near Casper, a distance of 67.5 miles. No final decision date given. (FR August 14, 1997)

**MINNESOTA - MINNESOTA NORTHERN RAILROAD, INC.** - To abandon a line known as the Red Lake Falls-Strata line extending from m.p. 59.00 near Strata to m.p. 69.14 near Red Lakes Fall, Minnesota, including the station of Red Lakes Falls. Final decision by November 14, 1997. (FR August 18, 1997)

**MINNESOTA - MINNESOTA NORTHERN RAILROAD, INC.** - To abandon a line known as the Redland Junction-Fertile Line from m.p. 65.7 near Redland Junction to m.p. 45.1 near Fertile, Minnesota, a distance of 20.6 miles. Final decision by November 14, 1997. (FR August 18, 1997)

**OHIO - WARREN & TRUMBULL RAILROAD CO. AND ECONOMIC DEVELOPMENT II RAIL CORP.** - To abandon a 2.5 mile line from m.p. 891 at the DeForest Junction Station to m.p. 91.6 at the North Warren Station in

Warren, Ohio. The Economic Development II Rail Corp acquired this line from Conrail in 1996. Effective September 18, 1997. (FR August 19, 1997)

**MASSACHUSETTS - CONRAIL** - To discontinue service (not abandon) all rail transportation for about 3 years over a line known as the Boston Terminal Running Track (Track 61) lying between the west side of Summer Street at m.p. 0.85 and the end of the track at Boston Harbor Pier, a distance of about .50 mile. The Massachusetts Highway Dept requested this discontinuance of service so it can construct the Central Artery/Tunnel highway project. A final decision will be made November 18, 1997. (FR August 21, 1997)

**GEORGIA - CSX** - To abandon the line known as the Atlanta Terminal Subdivision extending from m.p. ANB-864.04 near Wheeler Street to m.p. ANB-864.62 at the end of the line at Simpson Street. Final decision by November 21, 1997. (FR August 22, 1997)

**MAINE - PORTLAND TERMINAL COMPANY** - To abandon 1.09 miles of line on the Yard 3 Track between Engineering Station 82+03 and Engineering Station 23+97 in Portland, Maine. Effective September 27, 1997. (FR August 28, 1997)

**CONNECTICUT - BOSTON & MAINE** - To abandon 0.47 miles of line on the Waterbury Industrial Track between m.p. 0.52 and m.p. 0.99 in Waterbury, CT. Effective September 27, 1997. (FR August 28, 1997)

**OHIO - WHEELING & LAKE ERIE RWY** - To abandon the Massillon Branch from m.p. 22.05 at Run Junction, near Navarre, OH to the end of track at m.p. 16.40, near Massillon, OH. The W&LE states that it needs the \$130,000 from the salvaged track for its short-term viability. Decision wanted by November 1, 1997. (FR August 29, 1997)

**NEW HAMPSHIRE - BOSTON & MAINE** - To abandon 3.30 miles of line on the Hampton Branch between m.p. 42.70 and m.p. 46.00 in Hampton, Hampton Falls and Seabrook, New Hampshire. Effective September 30, 1997. (FR August 29, 1997)

**PENNSYLVANIA - R.J. CORMAN RAILROAD CO/PENNSYLVANIA LINES, INC** - To abandon a line known as the Blacklick Secondary Line extending from m.p. 6.4 at Ebensburg Junction to the end of the line at m.p. 16, east of Nanty Glo, a distance of 9.6 miles. Final decision due December 12, 1997. (FR September 12, 1997)

**NORTH CAROLINA - CSX** - To abandon a portion of the Florence Service Lane, Charlotte Subdivision, extending from m.p. SFC-1.52 near State Street to m.p. SFC-0.82 at the end of track at Cedar Street Yard. Final decision November 21, 1997. (FR September 15, 1997)

**CONNECTICUT - BOSTON & MAINE CORP** - To abandon and discontinue service over the Wethersfield Secondary Line between m.p. 3.0 in Hartford, CT and m.p. 7.0 in Wethersfield, CT, a distance of 4.0 miles. Effective October 17, 1997. (FR September 17, 1997)

**ILLINOIS - ILLINOIS MIDLAND GRANTING TRACKAGE RIGHTS** - Illinois Midland Railroad has granted trackage rights to Union Pacific over its line from m.p. 75.4 near Barr, IL to m.p. 85.1 near Springfield, IL to facilitate efficient train operations in a continuous route to and from Peoria, IL after UP has abandoned its rail line between Barr and Girard (applied for Aug 12, 1996). Effective September 11, 1997. (FR September 17, 1997)

## ARKANSAS RAIL NEWS

### RIVER RAIL PROJECT

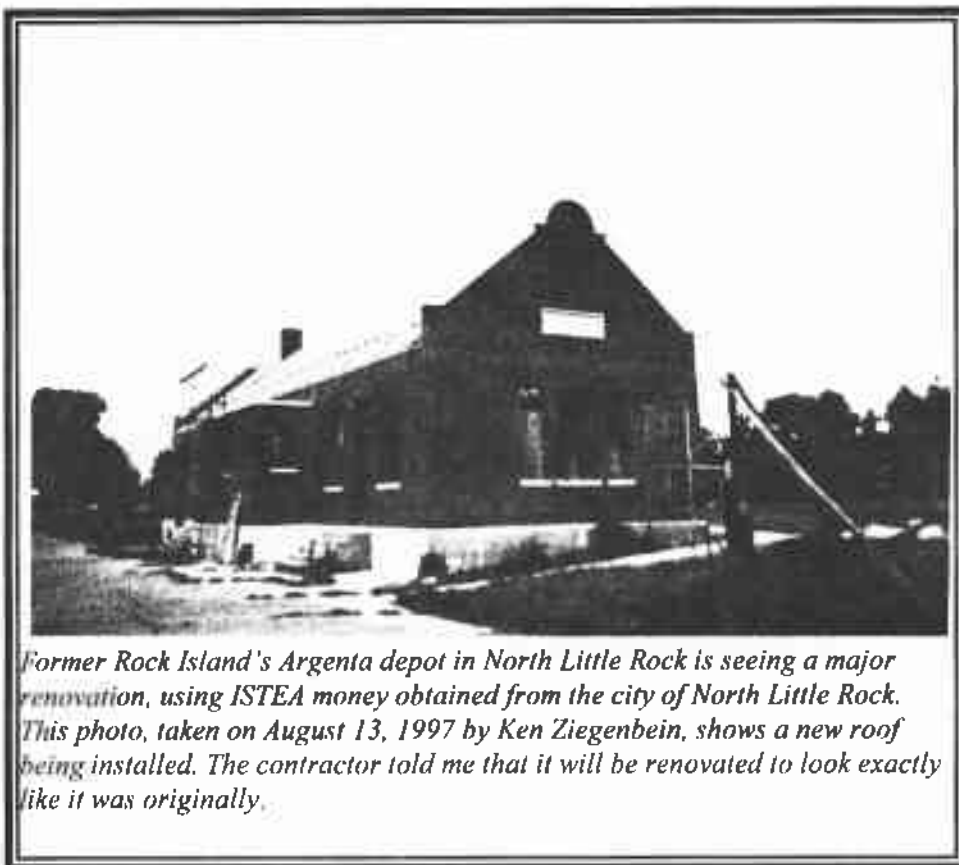
(Little Rock) - In late August, a favorable report was received from Kimley-Horn (of Denver) on the prospects of a light rail system being built in Little Rock to serve the new public arena (the Alltel arena) in North Little Rock, right across the Arkansas River. This consulting firm was the one that worked on the successful light rail system in Dallas. The firm recommended construction of the first phase of the line, two miles, from the arena southward across Union Pacific's (MoPac) Junction Bridge, then making a six

block loop on existing streets in downtown Little Rock. The UP bridge is currently maintained by the railroad for limited use and as an alternative in the event the main Baring Cross bridge goes out. Future extensions would run the line to the state capitol, to the Amtrak station, airport and the Clinton Presidential Library. Seven streetcars would be used on the line.

### NEW INTERMODAL YARD

(Ebony) - Union Pacific's new Ebony Intermodal Railport at Ebony, Arkansas will

have 25 miles of track when it is completed in May 1998. The UP truck/rail center will be highly automated to reduce loading times. An adjoining parking lot will have room for 2,800 trailers. Construction costs for the 660-acre center is \$70 million. Neosho Construction of Topeka, Kansas is the general contractor. (Memphis Commercial Appeal, August 24, 1997 via David M. Johnston)



Former Rock Island's Argenta depot in North Little Rock is seeing a major renovation, using ISTEA money obtained from the city of North Little Rock. This photo, taken on August 13, 1997 by Ken Ziegenbein, shows a new roof being installed. The contractor told me that it will be renovated to look exactly like it was originally.

**SHORTLINE DEPOTS?**

Jud Powell of Texarkana wanted to know how many shortline depots remained in Arkansas. He came up with three (at Prescott, Ashdown and Warren - he said the Graysonia, Nashville & Ashdown station at Mineral Springs was gone). He also related that the Prescott & Northwestern has donated their turn of the century caboose and outfit car to the local museum and they also plan to donate their station if they can ever get the safe out of it. Seems that when built, the safe was set in concrete and then the station was built around it.

**ROAD HELD UP**

(Russellville) - The city of Russellville wants to widen Detroit Avenue to 36 feet. However, Union Pacific says the city should first pay them \$77,483 to install a 45-foot concrete crossing, move the existing flashing signals 11 feet and raise one of the tracks 12 inches. (The Courier, Russellville, August 6, 1997 via George D. Jones)

**GENERAL RAIL NEWS**



**UNION PACIFIC MAKES FIRST PAYMENT**

(Piedras Negras, Mexico) - On August 18, 1997, Union Pacific and two Mexican partners (Empresas ICA

Sociedad Controladora and Grupo Minero Mexicano) were to make a \$150 million payment to the Mexican government for the purchase of Mexico's Pacific North Railway (4,400 miles). The rest of the \$500 million must be paid within six months. The new operators plan to spend \$200 million during the next three years to upgrade the track and rolling stock of the line. Annual trade between Mexico and the U.S. has grown from \$100 billion to \$150 billion in the last 3 1/2 years since NAFTA went into effect. UP will operate the line for at least 50 years. (Dallas Morning News, August 18 via Dan Barr)

**UNION PACIFIC CONGESTION**

Due to severe congestion in the Houston, Texas area, Union Pacific management would

at times operate the trains instead of UTU-represented employees in late August. This threatened a strike by the UTU, but a court order was issued forbidding striking. The union said UP failed to hire enough people to staff the Houston yards.

The congestion that began in Houston spread over other southern states in September. Club member Bill Eldridge said that on September 14, one of the two main lines south of Union Station in Little Rock was closed due to stranded UP freights. Apparently, crews were reaching their 12-hour limits in the city. Also, in late August, Riceland Foods of Stuttgart and Jonesboro were waiting on railcars to haul grain (some 27 cars short in Stuttgart alone).

On August 29, officials from about 100 companies met with Union Pacific officials in Houston to discuss the gridlock. Some people relate this congestion to the UP/SP merger, but others say it would have occurred anyway due to stronger than expected petroleum shipments. Anyway, the Surface Transportation Board still has jurisdiction for

four years to monitor the effects of this merger and the authority to require sales of trackage or divestitures.

However, once additional crews are hired and lines upgraded and the expected north-south routing takes place between Texas and Chicago September 16 (using UP northbound and SP southbound), everything may get back to normal. This may take several weeks. UP's Mark Davis said of the UP/SP merger of September 12, 1996: "You can't say it has been without glitches, but it is going as well as can be expected." (Arkansas Democrat-Gazette, August 24, 1997 by Randy Tardy, Daily Court Review in Houston, Texas via Dan Barr, Houston Chronicle August 28 via Dan Barr)

You cannot tell which way the train went by looking down the track.



**FATAL CRASH ON UP**

(Fort Worth, Texas) - A lashup of 4 runaway engines (UP9716, UP959, UP3532,



GTW5918) heading east on a stretch of UP track west of Fort Worth at up to 60 mph collided headon with a westbound 114-car train that had just left the Fort Worth yards late on August 21. Two engineers of the westbound train were killed. The four unmanned engines were left on a siding near Aledo, 10 miles west of Fort Worth, and somehow got loose on the main line. This line of road is in dark territory (no signals), but there should have been some warning of their presence on some dispatcher's console anyway. However, there was none, resulting in this tragedy. This, and an earlier headon collision west of San Antonio, also in dark territory, has resulted in the Federal Railroad Administration doing an extensive investigation of Union Pacific and its' safety program. The results of this investigation are in the next story. *(Dallas Morning News, August 22, 1997 via Dan Barr)*

#### FRA INVESTIGATES UNION PACIFIC

Twelve UP employees died during the past eight months in train accidents and the FRA began an investigation in late August. The rail inspection agency sent 14% of its 425 inspectors to UP for a 10-day, 24-hour investigation of UP's safety practices. Among the things checked was to be UP's dispatching of Amtrak passenger trains.

On August 30, the FRA listed the following as problems with UP: 1) fatigue among UP employees due to overwork; 2) inconsistencies in operations testing; 3) insufficient training of new employees; 4) a serious shortage of managers; 5) problems in dispatching trains; 6) insufficient information about hazardous materials being hauled; 7) dispatching fatigue and stress; 8) dispatching supervisors not familiar with their territories; 9) conflicting instructions from yard masters and dispatchers that could result in head-on collisions; 10) no mandatory process for advising employees on operating rules and local restrictions; 11) safety briefings were held only once or twice a month instead of daily; 12) many employees said they weren't trained properly on new equipment; 13) some UP crews were being ordered to move trains that had defective equipment; 14) inconsistent drug testing; 15) some crews were left on trains after their hours of service had expired; 16) widespread

evidence of employees being harassed and intimidated to cover unfamiliar territory, to not report defects, and to not report injuries; 17) the FRA found 57% of UP's locomotives defective and some key maintenance shop personnel were inexperienced in repairing locomotives.

For its part, UP said on September 3 that it will do the following to enhance safety: 1) start a President's Safety Hotline, where UP President Jerry Davis will personally monitor and act on messages; 2) evaluate UP's training programs; 3) monitoring train crew performance and rules compliance; 4) fatigue management, looking at work-rest cycles, including scheduling. These initiatives were to start September 17.

Also, UP has launched a war on car inventories. They want to cut the railroad's online inventory by 30,000 cars by the end of October. They also started a "war room" at the Harriman Dispatching Center in Omaha to keep tabs on the congestion.

Earlier recommendations from the FRA and National Transportation Safety Board resulting from wrecks and various railroad

accident reports over the years recommended the following: 1) Reducing unpredictable scheduling to reduce fatigue due to 70-80 hour weeks; 2) Use state-of-the-art train separation using satellites to keep track of trains on same tracks; 3) Dispatchers are overworked.

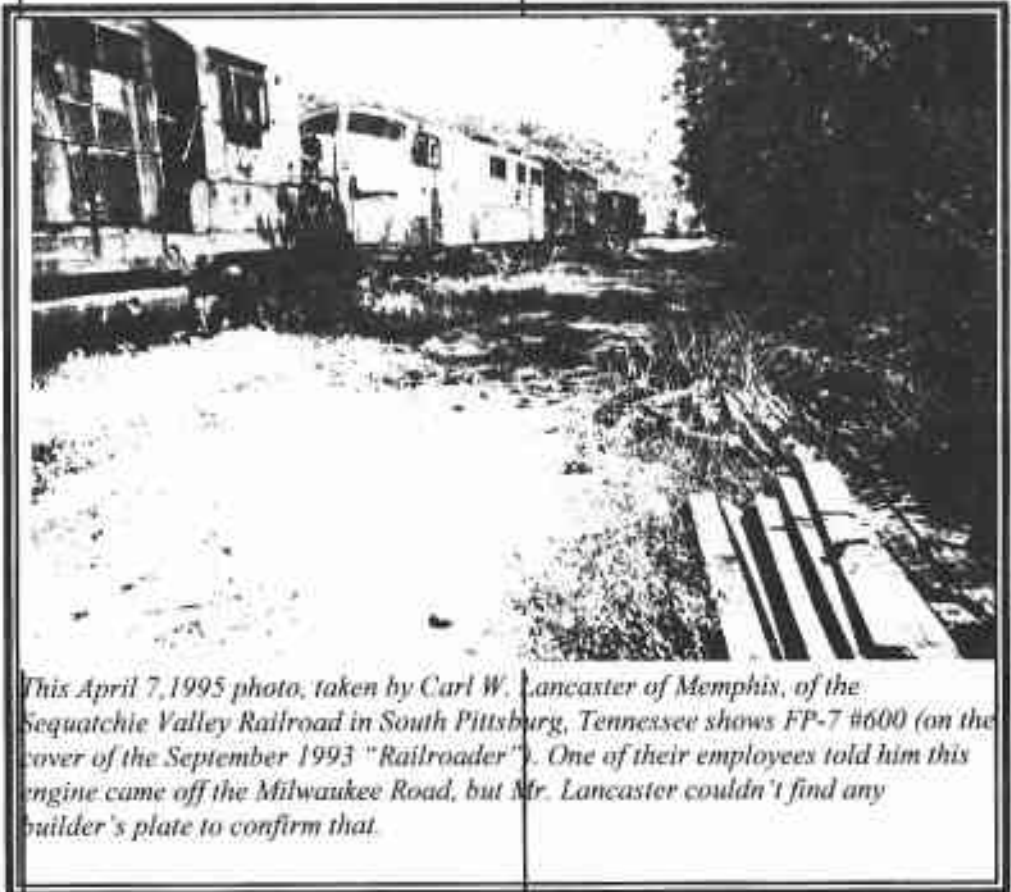
*(Houston Chronicle, August 25, via Dan Barr, UP Update September 18,*

#### UNION PACIFIC AT A GLANCE

In August 1997, Union Pacific had 53,000 employees, 2,000 daily trains, 6,250 locomotives, 146,013 freight cars, 161 million crossties, 449 miles of bridges, 64 miles of tunnels, 36,000 miles of track in 23 states, and uses 1.2 billion gallons of fuel annually. *(Randy Tardy in his excellent article on the UP congestion problem in the August 24 Arkansas Democrat-Gazette)*

#### BNSF SELLS LINE

*(Elma, Washington)* - BNSF sold 79 miles of railroad to the Puget Sound & Pacific Railroad in late August. The line runs from



*This April 7, 1995 photo, taken by Carl W. Lancaster of Memphis, of the Sequatchie Valley Railroad in South Pittsburg, Tennessee shows FP-7 #600 (on the cover of the September 1993 "Railroader"). One of their employees told him this engine came off the Milwaukee Road, but Mr. Lancaster couldn't find any builder's plate to confirm that.*



Centralia to Aberdeen. The short line says it will haul about 8,000 carloads annually.

*The more you run over a dead cat, the flatter it gets.*

#### NEW LOW-HORSEPOWER ENGINES

Boise Locomotive Company of Pittsburgh announced it will offer test drives of its new low-horsepower locomotives to several railroad companies. The four-axle, 1500 horsepower mp1500D and 2,000 hp MP2000 are booked through January 1998. The locomotives have computer-controlled cabs, use less fuel and sand, emit fewer pollutants, have lower operating costs, 360-degree visibility, and cab heating and cooling.

#### RECORD WHEAT CROP

(Kansas) - Dorothy wouldn't have a place to come back to this Fall if the tornado landed her in Kansas. The ground is liable to be full of milo and corn, with storage space gone. A record crop of 492 million bushels of wheat is expected, almost double last year's 255 million bushels. This record crop worries some that not enough railcars can be found to move it. One wheat dealer is quoted as saying: "...and you can't buy a railroad car to save your soul." (News via the Internet)

#### JUST HOLD IT!!

Engineers and conductors filed a national class-action lawsuit against Norfolk Southern Corp. for not providing toilets. The suit, filed on August 13, seeks damages for train toilet facilities that consist of buckets lined with plastic bags. It calls the situation "unsanitary, unhealthy and unsafe." They said that NS was the only major railroad that didn't pay for employee toilets. A company VP said the company used buckets because they worked better than chemical toilets, which frequently break or freeze. (Kansas City Star, August 14, via Jim Johnson)

#### KCSI SPLITS UP

(Kansas City) - Kansas City Southern Industries, Inc. announced on September 19 that it plans to separate its transportation and financial businesses. The separation will take place in the fourth quarter of 1997. Landon H. Rowland, CEO, said that they want to concentrate on each entity separately and that

the financial services group (Janus and Berger) was a high growth part of their business, with assets of \$71.3 billion in mid September. A three-for-one stock split occurred with KCSI in July. (Business News, September 19)

#### TEXAS STATE RAILROAD INMATES

(Palestine, Texas) - Texas prison inmates are helping restore various rolling stock at the Texas State Railroad, including engine No. 500. Apparently prisoners have been helping out with various projects in Texas for the past 100 years, including the Texas State Railroad. Since January 1996, inmate crews spent some 16,000 hours at TSRR. (Don Harper)

Statement from an engineer on the Internet: *I do NOT blow the horn when I see a civilian giving me the 'pull the handle' signal. They think that the horn is part of some kind of Disneyland special effect, I guess.*

#### NEW REPORTING MARKS

New reporting marks for railroad and freight companies in May, 1997: AAR - Association of American Railroads; AKMX - Helm Financial Corp; ASR - Allegheny Southern Railroad, Inc.; CRPX - Centennial Gas Liquids, LLC; DLWX - BL&W, Inc; HBRY - Hudson Bay Railway Corp; IPOX - A&R Leasing Limited Liability Corp; KIIX - Koppers Industries, Inc.; NCUX - Trinity Rail Management; TAZX - Trade Wind Ltd; WREX - Western Railroad Equipment.

Canceled/Retired Marks: AMC - Amador Central Railroad (merged into Arkansas Louisiana & Mississippi Railroad); GRN - Greenville and Northern Railway Co (merged into Carolina Piedmont).

Company name changes: ACF Industries to General Electric Railcar Services Corp; Bay Line Railroad to Galveston Railroad L.P.; Transisco Leasing Company to Trinity Rail Management; Amador Central Railroad to Arkansas Louisiana & Mississippi Railroad Co; Greenville & Northern Railway Corp to Carolina Piedmont. (Via Don Weis)

#### D.A.R.T. DOING GREAT

(Dallas) - Dallas Area Rapid Transit had an article published in the Dallas Morning News regarding DART's dramatic progress since

opening its starter system last year. Ridership far exceeded expectations (now totaling 33,000 each weekday).

#### CANADIAN NATIONAL TO SELL LINE

(Edmonton, Alberta) - Canadian National announced in late August that it would sell 640.4 miles of its lines in northern Alberta and the Northwest Territories to a shortline operator. There is no passenger service on these lines.

#### DEATH (WHITE) TRAIN SCRAPPED

(Amarillo, Texas) - Remember the white train that used to carry nuclear weapons across the country in the 1960s, 70s and 80s? This train was often confronted by protesters along its route. Well, in May of this year, the train of white, secure cars was headed for the scrap dealers. Once it crossed the country hauling tons of America's nuclear arsenal. Heavily armed guards always traveled with it. The train originated from Pantex, northeast of Amarillo. Pantex is the government's final assembly site for nuclear weapons. Today all weapons shipments of this sort travel by truck.

#### PUEBLO-HERINGTON LINE

(Kansas) - Union Pacific plans to shut down the Herington, Kansas to Pueblo, Colorado line (Missouri Pacific) to long-haul trains by November. Unit coal trains are the only ones using this line at present. UP will reroute trains to the north. UP said it would be willing to lease this line to a shortline operator. (Herington Times, August 7, 1997 via Jim Johnson)

#### OBSCENE JUDGEMENT

(Jacksonville, Florida) - A New Orleans jury awarded victims of a 1987 railroad car fire \$2.5 billion in damages, charged to CSX. President of CSXT, A. R. Carpenter, said CSX handed the car according to standards and they would appeal. (Editor: One of these days, some jury without the facts will "award" thousands of people out of work by bankrupting their employer). (CSX News Release, September 8, 1997)

## AMTRAK NEWS



### FUNDING QUESTION

Congress had not yet authorized Amtrak's 1998 appropriations as of this writing (September 21) and unless done so, Amtrak could file for bankruptcy as early as January. The sticking point is both the \$2.3 billion tax rebate, which some say is wrong, and the labor rules changes in the original bill (which would, among other things, let Amtrak contract out certain services). The labor unions oppose these changes and President Clinton said he would veto Amtrak legislation should they remain in the bill. Ironically, these same changes to labor rules were supported in 1996 by the unions.

What's at stake is Amtrak's future, especially for long distance trains (which, according to statistics, actually make a profit when you only consider over-the-rail expenses - like conductors, engineers, food service - it does not take into account staffing of stations, depot rental, ticket overhead, etc.).

There has been an internal war going on among rail passenger advocates, pitting the national system against the Northeast Corridor. Some in Arizona and New Mexico are even willing to scrap the whole system just to make the NEC pay their own way. (I call this crybaby politics - can't have my train, so scrap the whole system).

Meanwhile, our *Texas Eagle* continues to run 80% and more full and has gained business from several companies to haul express cars. Should Amtrak be allowed to continue, the *Eagle* will be making more and more money.

### AMTRAK A GOOD INVESTMENT?

A July report by the Surface Transportation Policy Project reported that Amtrak and transit earns American taxpayers \$62 billion per year from their \$15 billion investment in public transportation. "This is the first study to disprove the long-standing myth that public transport is a highly subsidized form of social welfare for the needy, while roads and highways pay for themselves," said Hank Dittmar, director of the STPP.

The study said investment in transit benefits drivers as well as transit riders because it reduces traffic congestion, saving up to \$19 billion a year. Transit also improves movement of people and goods, a benefit worth \$33.7 billion a year. The study also looked at how much additional highway capacity would be needed in cities if transit were eliminated. For instance, the loss of public transportation in Washington, DC would require the expansion of the region's road network, equivalent to widening the beltway to 29 lanes.

### ROADRAILERS BOUGHT

Amtrak, Norfolk Southern and Conrail ordered \$33 million worth of roadrailer freight cars in late August. 730 were ordered by the NS/CR partnership Triple Crown and 275 by Amtrak to use in its increasing mail and express operation. The order was made to Wabash National Corporation. Roadrailers now operate over six railroads: Amtrak, BNSF, Conrail, Norfolk Southern, Canadian Pacific and Union Pacific (for Swift Corporation).

### EXPRESS CARS ON HEAD-END

On August 21, the Federal Railroad Administration required Amtrak to put all mail/express/MHC cars on the head end of

passenger trains. This order resulted from the Kingman, Arizona washout derailment in mid August.

### RIDERSHIP INCREASED

Third quarter ridership on Amtrak rose 2.9 percent through June 1997, with 5.19 million passengers carried. Revenue for the same three-month period improved 6.8 percent to \$235.6 million.

### SUNSET ENHANCEMENT

Effective August 25, Amtrak made Orlando, Florida the final destination of the *Sunset Limited* instead of Sanford. In addition, a stop at Winter Park, Florida has been restored. Amtrak also reduced the train's time in New Orleans from three hours to one.

### UP GRIDLOCK DELAYS EAGLE

As stated under General News, Union Pacific has some gridlock on its system, due, according to UP, to a sudden increase in business, especially petroleum business in the Houston, Texas area. Well, this backlog of trains on its tracks is taking its toll on Amtrak's *Eagle* timeliness. On September 8, for example, the northbound *Eagle*, No.22, left San Antonio 90" late, Dallas 84" late, Longview 3' 14" late, 7' 57" late at Texarkana (it took over 4 1/2 hours to get from Longview to Texarkana), 9' 02" late at Little Rock. The train lost more time between towns than was allowed as scheduled running time.

### AVERAGE SPEED

In the September issue of *The Bull Sheet* is a list of average train speeds around Amtrak's system. The *Texas Eagle* had an average speed of 44.4 mph southbound and 43.2 mph northbound.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**NORFORK, ARKANSAS - WHITE RIVER RAILWAY** - Excursions run most

days between Norfolk, Calico Rock, Sylamore and Flippin, Arkansas on the

White River Railroad (former Missouri Pacific). Call 800-499-5700 or write White

River Scenic Railroad, Inc. PO Box 306,  
Norfolk AR 72626.

**MINEOLA, TEXAS - AMTRAK** -  
October 10-12, 1997 - The Mineola, Texas  
Railroad Heritage Festival will  
be held with a number of railroad-related  
events, including an Amtrak equipment  
display. The *Texas Eagle* has a stop in  
Mineola (east of Dallas), so you could make

the trip from Little Rock.

**LITTLE ROCK, ARKANSAS** - October  
10-12, 1997 - Seventeenth Annual meeting of  
the Missouri Pacific Historical Society. Swap  
meets, tours, lectures, White River Scenic  
Railway train rides, layout tours provided.  
\$40 at the door for non-MPHS members, \$20  
for members. The White River Scenic trip,  
including the bus from Little Rock on Friday,

October 10<sup>th</sup>, costs \$40. Separate checks must  
be made for this trip. Arkansas Railroad Club  
member Mike Adams will narrate the trip  
over the former White River Division of the  
MoP. Contact: MPHS 1997 Annual Meeting,  
PO Box 330427, Fort Worth TX 76163-  
0427. (See

## REMEMBERING

by: P. B. Wooldridge

Back in the 1970s I was a much traveled operator at Lewisville, Arkansas. I had an old Chevrolet with worn tires and in addition to my station duties, I'd haul train crews up and down the line. One night we had a fast southbound freight on the verge of hog-lawing. A 6-man crew out of Texarkana arrived by bus, and we took off in the direction of the fast-hogging freight. We checked with the dispatcher as several points en route, and finally arrived at Buena Vista, where the fast freight had hog-lawed on the main track.

That night I traveled over 100 miles. And when you have a 6-man train crew, with all their luggage, in one car, you have a load.



In checking my Personal Expense Account for October, 1979, I see I turned in 68 miles, at 23¢ a mile, for October 11. The Cotton Belt had suffered a serious derailment at MP 333 near Van Duzer, Arkansas. I was on First Trick at Lewisville, and that morning, with the railroad tied-up, a northbound freight out of Shreveport had tied-up on the siding at Stamps, until the wreck was cleared. That afternoon we had 5 northbound freights tie-up out on the Shreveport Branch, First, Second, Third, Fourth and Fifth 130, extending all the way from Shreveport Jct. to Kress City.

I got off duty at 4 p.m., and about 5 p.m. I motored down to these 5 trains, for the purpose of hauling crews. I was in the engine cab of Second 130, when, for some reason, First 130 commenced **backing up**. With me in the engine cab was a Conductor and brakeman. The Conductor grabbed the engine radio and yelled into it: "STOP! STOP! STOP!" and with that all 3 of us jumped and hit the air. Miraculously, the Engineer on First 130 immediately big-holed his train, and less than 10 feet separated his caboose from our engine. By 9 p.m. all five freights had departed. My final act was to pick up two exhausted track inspectors who had been blocked for hours by the 5 freights, and haul them to Lewisville.

That's the way we used to railroad, back when excitement ruled the day! ~~!!!!~~

# THE CROSSETT GHOST LIGHT

by: W. C. Jameson

Just west of the town of Crossett, Arkansas, a mysterious light is often seen hovering approximately two to three feet above the railroad tracks. This yellowish glow, which moves slowly for thirty or forty yards along the tracks, has been seen by hundreds of people since the early 1900s.

Investigators claim there is nothing to the light, that it is merely a reflection of automobile headlights off of the late evening mist that occasionally gathers in the area. Residents of this southeastern Arkansas county, however, tell a different story.

During the first decade of the 20th century, a late-night train came to a stop near the intersection of the railroad and a dirt road that led into Crossett. A minute later, a brakeman climbed down from the caboose and walked along the track inspecting the couplings holding the railroad cars together.

Discovering something amiss between two boxcars, the brakeman leaned in to examine the coupling and discovered a loose fitting. As he bent to the task of correcting the problem, the engine suddenly surged forward a couple of feet, causing a chain reaction of movement along the line of boxcars.

Leaning out from the cab of the engine, the engineer checked to determine that all was well on the line when he spotted the legs of the brakeman protruding from under one of the boxcars. Turning the controls over to his assistant, the engineer leaped to the ground and raced back down the tracks.

When he reached the brakeman, the engineer reeled backward in horror at discovering the brakeman had been decapitated. The bloody head, with wide open eyes staring straight ahead, was lying underneath the coupling.

With the help of two crewmen, the engineer loaded the brakeman's body into an empty boxcar. The head, however, remained on the railroad bed because the railroaders were afraid to pick it up. Minutes later, the train sped away.

No one ever knew what became of the head.

During warm summer nights of the following year, area residents began sighting a strange light moving along the tracks near where the brakeman was killed. When the curious approached the light, it vanished only to reappear several yards away.



A Louisiana woman who had a reputation as a spiritualist was brought to the tracks one night to view the eerie light and provide an explanation for it. Though she knew nothing of the accident of the previous year, she told the few who accompanied her that the light was a "ghost light" and that it came from a lantern carried by a headless man who was searching for his head!

During the summer of 1967, a group of four Sheridan teenagers, on hearing the story of the headless ghost, drove to Crossett. They parked alongside the tracks just after sundown and waited quietly for something to happen.

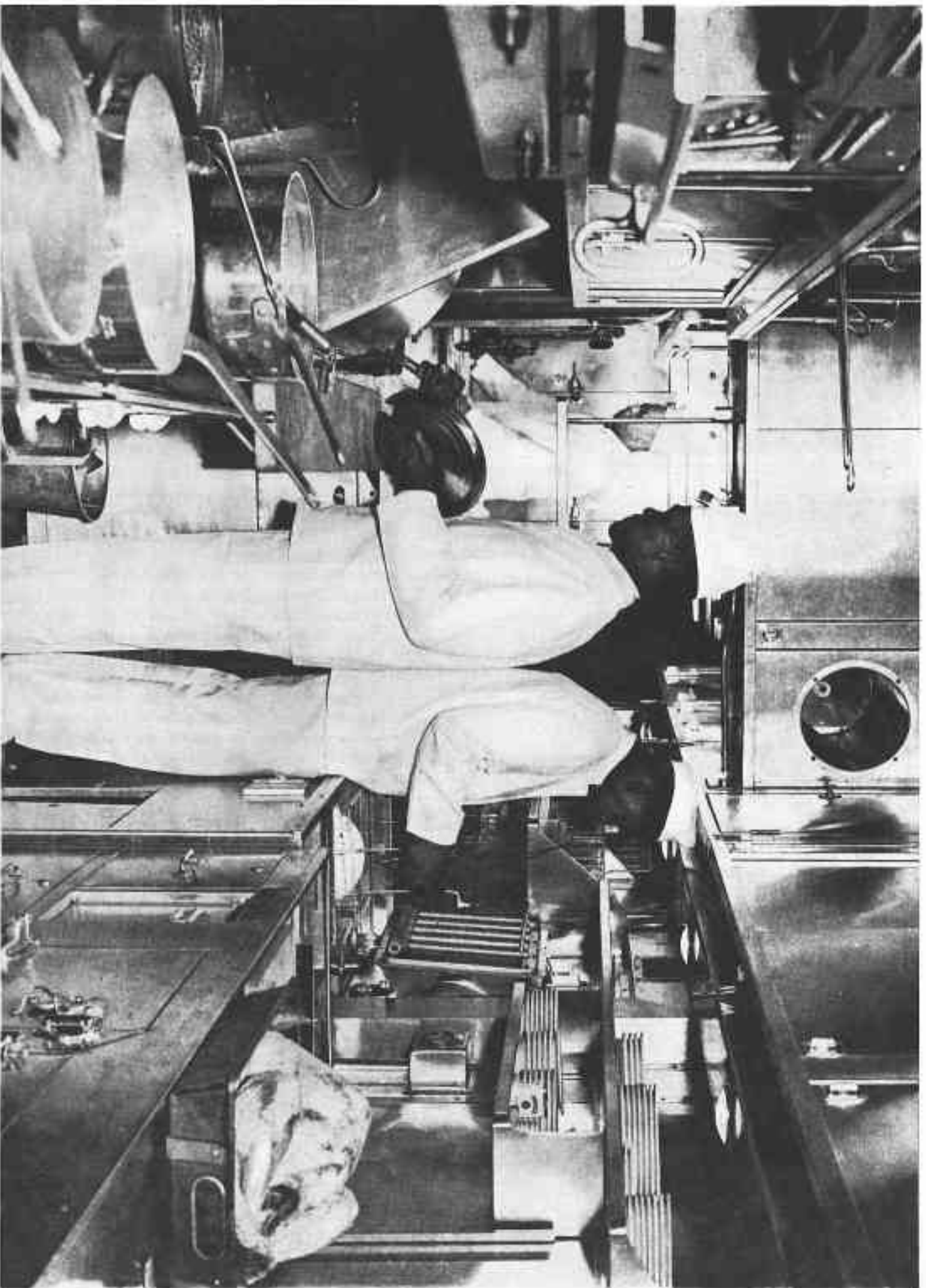
Around 10:30 p.m., a yellowish ball of light appeared about thirty yards away and three feet above the rail bed. For several minutes, the stunned teenagers watched as the slow-moving light, about 18 inches in diameter, moved along the tracks toward them.

One of the teenagers climbed out of the car and, with pounding heart, stood on the tracks in front of the oncoming light. As the glow approached, the youth reached out toward it when the light suddenly disappeared. Confused, the youngster looked around and discovered it had reappeared about 20 yards behind him and was moving away.

When he returned to the car, he found his companions speechless and frightened. When he asked why, they told him that the ghost light had passed completely through his body as he stood on the tracks!

*(This story appeared in the March 5, 1995 Log Cabin Democrat in Conway)*





16.

Preparing Dinner in the Dining Car Kitchen



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



501-758-1340

The Little Rock Chapter NRHS

# RAILROAD CALENDAR 1998



Warren & Saline River RR No. 210 heading up an embankment Warren in Blountville, Arkansas on November 21, 1997. The 2000 map will identify as Bark Station. There is the last 1 mile map by A.R.C. The location where it will cross the river will be Bark Station and return to Warren. Check for the A.R.C. 1998 calendar on the Internet.

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

**Railroads included are:**

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

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

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

Make checks payable to: Arkansas Railroad Club

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Please send me:

Calendar @ \$7.00 each \_\_\_\_\_

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

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

TOTAL ENCLOSED \_\_\_\_\_

## 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.

*Railroad Stations and Trains  
through Arkansas  
and the Southwest*



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:**

**\$24.95** 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!

