



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



VOLUME 28 NUMBER 9 SEPTEMBER 1997



Arrival of the Kansas City Southern "Southern Belle" in Heavener, Oklahoma on July 4, 1996 with KCS-1 F-unit in the lead. (*Jonathan Royce photo*)



A Kansas City Southern wreck of a caboose hop caused by a washout at Bridge C-453 (Flat Creek) just south of Winthrop, Arkansas circa 1943. Brakeman Frank Huckabee of Texarkana was killed in this wreck (by drowning). The train had just dropped off 15 Pullmans full of Army WAACS to the Missouri Pacific at Texarkana and was heading for DeQueen on the KCS. (Philip L. Moseley photo)

The Wreck at Bridge C-453

by: Philip L. Moseley

When I first started working for the KCS as an operator in 1968, I met a fellow, the late C. E. "Earl" Seagraves, at DeQueen, Arkansas where I was working second trick. Mr. Seagraves was a rather colorful character, a short feisty man with a gravelly voice whose regular assignment was engineer on No. 1 and No. 2, the old *Southern Belle* between DeQueen and Shreveport. He held that job until the *Belle* died in November 1969, even though he did lay off the last trip it made.

Mr. Seagraves was a rather special friend of mine. In fact, he once gave me a ride on the *Belle* in the engine from DeQueen to Ashdown at 75 to 80 mph most of the way. I used to call him for the evening run of the *Belle* due out at 7:55 p.m. It sometimes was bit late, say 15 to 30 minutes, and when it was he would always tell me "I'll take her in on time."

Mr. Seagraves told me a rather interesting story one time about a wreck he was in in 1943. He was called as a flagman that night on a troop train of Army WAACS. The train consisted of an 800 type passenger engine, 15 Pullman cars and a caboose. They proceeded to Texarkana where they sat out the Pullmans at Texarkana to be delivered to the MoP, then proceeded on to DeQueen with a caboose.

This was in train order days with no block signals on the Fifth Sub Division of the KCS. Needless to say they were balling the jack toward DeQueen and with the 800 engine they were ticking off the miles. Little did they know there had been a washout at Flat Creek Bridge C-453 just south of Winthrop, Arkansas.

As the caboose hop topped Lipton Hill and started downhill toward Flat Creek, Mr. Seagraves noticed the washout first and yelled to the engineer to plug her and jump. They both did, right into the water. The engine and caboose went into the water, the engine turned over on her side and the caboose almost sank, drowning brakeman Frank Huckabee. He was the only crew member to die that day.

Mr. Seagraves lost his gold railroad watch in the accident. It is still someplace in Flat Creek these many years later. Mr. Seagraves walked all the way back to Allene, Arkansas (m.p. 457) to flag and to call the dispatcher on the phone and tell him what happened.

Mr. Seagraves retired a few years after the *Belle* came off. He worked through freight and spent the last year or so on a switch engine in Deramus Yard. He passed on in 1973. He was quite a colorful character and a good engineer. ●

THE OLD MISSOURI PACIFIC BUZZSAW

by: Gene Hull

Many of our nation's railroads used an insignia or emblem to promote the company or its service to the public. The PENNSYLVANIA used the masonry keystone because of the state's central position among the 13 original colonies.

The ST. LOUIS SOUTHWESTERN (Cotton Belt) chose the "gin blade" from the many cotton gins in the area served by the road.

The ST. LOUIS - SAN FRANCISCO (Frisco) had the stretched 'coon skin, so distinctly recognizable.

The ILLINOIS CENTRAL displayed the "green diamond."

The UNION PACIFIC proudly displayed (and still does) the patriotic shield with the bold red and white stripes of the national flag to denote America's first "transcontinental" railroad.

The KANSAS CITY SOUTHERN was proud of its Flying Crow.

The READER RAILROAD used a one-of-a-kind logo sporting a long-tailed 'possum, proclaiming itself to be the Possum Trot Line.

For some reason, the MISSOURI PACIFIC adopted the multi-toothed "buzzsaw" with varying numbers of "teeth," or points. (For a discussion of this subject, see the *Arkansas Railroader*, Volume 12, Number 10, 2 November 1981, by our honored eastern Arkansas railroad historian Jim Bennett.)

The illustrations with this article were given to the author during a visit about 30 years ago with Harry Hammer - Vice President - Public Relations at St. Louis.

The reason for the choice of the buzzsaw emblem is unknown, except that it may have been influenced by a similarly shaped seal applied to the company's legal documents. There may be some question about this (by the author) because of the bold, big-toothed symbol with the date of 1879. The points are much larger than those on most legal seals.

There is no explanation of the simple rectangle bearing the corporate title (No. 2)

The modified buzzsaw (No. 3) appeared in 1888 and included a flower design. The "teeth" still were rather prominent and there were 36 of them.

In 1896 the flowers disappeared and were replaced by a section of railroad track. There were 48 points, or "teeth" (No. 4)

The Missouri Pacific gained control of the St. Louis Iron Mountain & Southern through stock ownership and the latter company was included on the red buzzsaws, with 72 points, until 1 June 1917, when the MoP legally absorbed the Iron Mountain. (No. 5)

The emblem shown as (No. 6), with 40 points, was used from 1917 until 1925, when the final buzzsaw was created. It was eliminated by the merger with the Union Pacific in 1988. ●



1



2



3



4



5



6



7

STATESRAIL HOLDING COMPANY

StatesRail is a short line railroad holding company, headquartered in Dallas, formed for the purpose of acquiring and operating a diverse group of short line railroads. The company owns and operates nine freight and scenic railroads with over 1,500 miles of track, carrying 125,000 carloads annually, has 100 locomotives, 2,600 railcars and 300 employees. *StatesRail* says it's the fastest growing short line operator in the U.S.

For information, here's a list of *StatesRail's* member railroads (from the *StatesRail* July 1997 newsletter):

RAILROAD	STATE/MILEAGE	CARLOADS	CUSTOMERS
Arizona Eastern Railway Company (AZER)	Arizona - 135 miles from Miami to Bowie, AZ where it connects with the UP.	Unknown	Main customer is Cyprus Miami Mining Co., which produces copper cathode
Eastern Alabama Railway, Inc. (EARV)	Alabama - 25 miles of a former CSX branch. Interchanges with CSX and NS.	8,500 (1996)	Unknown
Kiamichi Railroad Company	Arkansas, Oklahoma, Texas. Hope, AR to Lakeside, OK to Hugo, OK to Paris, TX. Obtained mostly from BNSF (former Frisco) in 1987. Connects with UP, KCS, BNSF, DQ&E, Texas NW.	45,000 (est. 1997)	Campbell, Tyson, Pilgrim's Pride, Earth Grains, Ga-Pacific, Weyerhaeuser, Meridian Aggregates, Ashgrove Cement.
Kyle Railroad Company (KCR)	Colorado, Kansas. From Eastern Colorado to Kansas City and Wichita.	30,000, 6,000 of which are non-agricultural.	80% of carloads are outbound grain.
Idaho Western Railroad	Operates the St. Maries River RR in northern Idaho for Potlatch, Corp.	Wood products	Potlatch
Railroads of Hawaii, Inc. - Lahaina Kaanapali & Pacific Railroad Co. (LK&P)	Hawaii - scenic, carries only tourists, in Maui, HI, over 6 miles of track	Carried 430,000 people in 1996. Uses steam and has 3 engines	Tourists
San Joaquin Valley Railroad (SJVR)	California - between Fresno and Bakersfield. Operates 302 miles of track, all former branch lines of SP and SF.	30,000	Mixed freight
San Pedro & Southwestern RR Co - SWKR Operating Co.	Arizona - between Benson and Douglas, 78 miles. Connects with SP at Benson	2,700 (also carried 40,000 passengers in 1996)	Tourists and mixed freight
Tulare Valley RR Co. (TVRR)	California - between Fresno and Bakersfield, contiguous to the SJVR.	Unknown	Mixed freight

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)

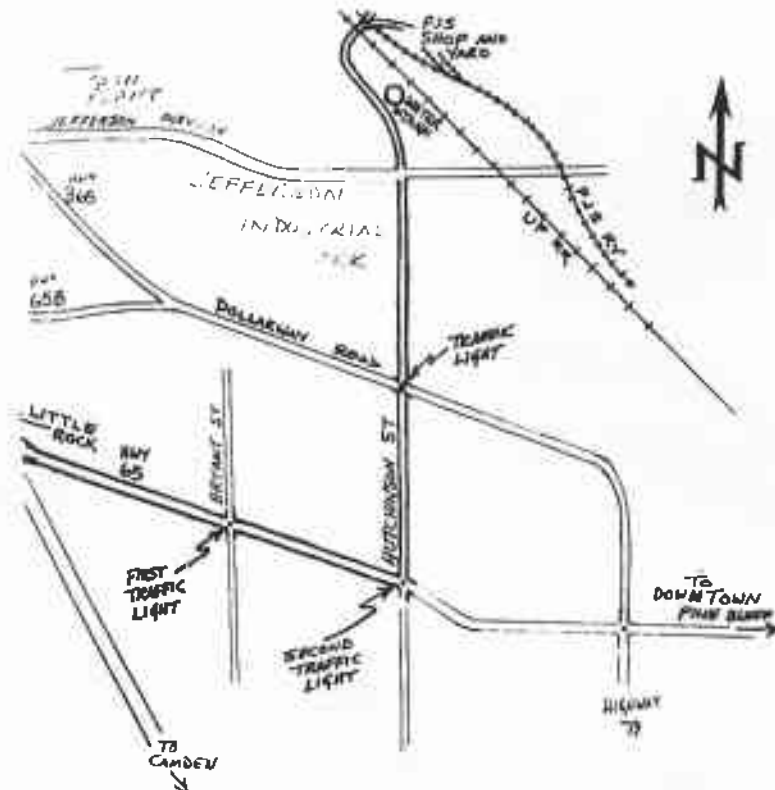
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)

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 **SATURDAY, SEPTEMBER 6** at 10 a.m. at Peter Smykla's Paperton Junction Southern Railroad near Pine Bluff (see map and directions below). Peter's railroad is the old Pine Bluff Arsenal spur line. There will be an excursion.



INSTRUCTIONS TO PETER SMYKLA'S PAPERTON JUNCTION SOUTHERN: Take Highway 65 from Little Rock to Pine Bluff. Second traffic light is Hutchinson Street. Turn left and follow Hutchinson north through the Jefferson Industrial Park, past water tower and across the UP track.
Turn right 100 feet past UP track as you cross Paperton Junction Southern track, shop and yard on right.

In October, we will have a program given by Kevin EuDaly of White River Publications and former editor of Missouri Pacific Historical Society's *The Eagle*. November's program will be by Robin Thomas. The November meeting date has been changed to November 16th because of the conflict with our November 9th excursion. Our annual Christmas Dinner is scheduled for Saturday, December 6 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.

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 - The 1998 Arkansas Railroad Club calendars are READY! They contain 14 black & white photos of various railroads in Arkansas, including:

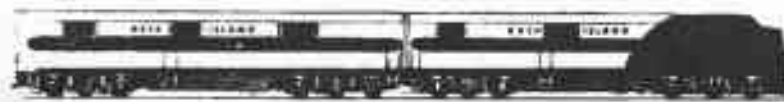
Reader Railroad, Arkansas & Missouri, Amtrak, BNSF, Union Pacific, Reader, Arkansas & Missouri, Southern Pacific, Frisco, Missouri Pacific, Warren & Saline River (1960), Helena Southwestern, Olympic Torch Train, and the Dardanelle & Russellville. Photographers include: Mike Adams, Harold K. Vollrath, 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.

The Central New York Chapter, NRHS, had a booth at a county fair in New York state August 15 and couldn't find any 1998 railroad calendars to sell. So...they bought two dozen of ours to sell. Hope they did well.

SEPTEMBER BIRTHDAYS - ROBERT O. McBREEN (9/2); JAMES L. McGRIFF (9/5); WINDELL G. MAULDEN (9/6); GENE E. BAILEY (9/8); DAVID E. McDONALD (9/8); ALAN WAGONER (9/9); BURTON F. ZAVELO (9/9); THOMAS B. WILSON (9/15); IVAN AVANCE (9/20); GEORGE D. JONES (9/22); WALTER M. (MIKE) ADAMS (9/24).

ORIGIN OF SONG "ROCK ISLAND LINE" - Member BILL POLLARD said the Summer 1997 edition of the Arkansas Historical Quarterly contains an excellent 29-page history on the origins of the folksong "Rock Island Line".



The author, Robert Cochran, reveals that this song was first recorded by a folksong expert working with the Library of Congress in 1934. The song was discovered during a visit to the Arkansas prison system by John Lomax and Huddle Ledbetter (later

known as Leadbelly). The final verse of the original version of this song says..."Well, the train got to Memphis right on time, it made it back to Little Rock at eight forty nine." This wording had disappeared by the time the more popular 1956 version of the song was made. It is interesting, however, that the segment of the railroad which inspired the song was not the traditional Rock Island "mainline" from Chicago west, but the former CO&G route through Arkansas.

You can obtain single issues of the Arkansas Historical Quarterly for \$4.50 from the Arkansas Historical Association, Dept of History, Old Main 416, University of Arkansas, Fayetteville AR 72701.

"GOODBYE TO THE COTTON BELT" - The Winter 1996/Spring 1997 edition of the Terminal Railroad Association of St. Louis Historical and Technical Society, Inc.'s bulletin has a great history of Cotton Belt passenger services in St.

Louis as well as other parts of the SSW system, including Pine Bluff, Memphis, Dallas and Tyler. The main author is none other than our own JIM BENNETT (NRHS representative of the Arkansas Railroad Club). There are lots of pictures, including a color cover. It is fascinating reading and a must-have for Cotton Belt fans. Cover price of the publication is \$10 and you can also join the TRRA Historical Society for \$20 a year more. Contact TRRA Historical Society, Inc., PO Box 1688, St. Louis MO 63188-1688 or call 314-535-3101.



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 - Upcoming dates: September 15 - deadline for making nominations to any national NRHS post; October 2 - NRHS's 62nd 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.

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 - A large Westinghouse air compressor from a steam locomotive. This was obtained from a sawmill in south Arkansas that was using it to provide air for the operation. However, the plant's boilers ran at 150 psi, while the compressor needed 300 psi. The sawmill sold this compressor and the current owner wants to sell it to anyone interested. They will ask for the best offer. A picture of a similar compressor can be found on page 46 of the September 1997 *Railfan and Railroad Magazine* - it's located on a SP&S Challenger engine. A date on the compressor being sold is 1-12-14 and another date is 3-26-52. At the end of the last date "NLR" is stamped.

If interested or if you know anyone interested in buying it, contact: Jeff Chastain, The Exhausted Iron Club, 5716 Highway 62

West, Pocahontas, AR 72455, or call 870-892-0338. The compressor is currently located in Maynard, Arkansas.

FOR SALE - Pre-publication 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). To order yours now, make a check out (for \$29.45) to 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. Remember, this book has not been published yet.

WANTED - Information on the Houston, Central Arkansas & Northern Railroad which built from McGehee, Arkansas to Monroe, Louisiana to Alexandria to Houston in the late

1880s. They became part of the St. Louis, Iron Mountain & Southern in 1893. If you have information, contact Cliff Satterfield, 1334 Cliff Rd, Russellville AR 72801, e-mail cliffs@cei.net.

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.

OHIO & KENTUCKY - INDIANA HI-RAIL CORP, DEBTOR - On July 8 the Trustee of Indiana Hi-Rail Corp filed with the STB to abandon two segments of line: from m.p. TS 65.5 near Douglas, Ohio to m.p. 73.7 at Delphos, Ohio (the Douglas Line segment) and from m.p. 77.5 near Landeck, Ohio to m.p. 117.8 near Craigsville, Indiana (the Landeck Line segment), a total of 48.5 miles. The line includes the stations of Wilshire, Ohio City, Ft. Jennings, Douglas, Ohio and Decatur, Indiana. Effective August 18, 1997. (FR July 23, 1997)

KENTUCKY - PADUCAH & LOUISVILLE RAILWAY, INC - To abandon 8.50 miles of line between m.p. J-146.0 at White Plains and m.p. J-154.5 near St. Charles, Kentucky. Effective August 26, 1997. (FR July 25, 1997)

WASHINGTON - BURLINGTON NORTHERN - To abandon a 1.18 mile of line known as the South Aberdeen trackage between m.p. 1.82 and m.p. 3.00 in South Aberteen, Washington. Effective August 26, 1997. (FR July 25, 1997)

WISCONSIN - WISCONSIN & SOUTHERN RAILROAD CO. To abandon 3.0 miles of line known as the Menomonee Falls Branch, owned by the state of Wisconsin, between m.p. 101.1 in Granville and m.p. 104.5 in Menomonee Falls, Wisconsin. This was part of the Milwaukee Road, purchased by the state of Wisconsin on February 1, 1980. Effective September 5, 1997. (FR August 6, 1997)

ARKANSAS RAIL NEWS

ARKANSAS & MISSOURI SAGA

(Springdale) - An old passenger coach, not owned by the A&M Railroad, was destroyed by fire July 21 on a siding near the Tyson plant in Springdale. The fire was of suspicious origin and some suspect the same people who caused the derailment of a tourist train on the line in early June. The FBI is investigating. Other acts of apparent vandalism at the railroad has been going on for the past year.

The Arkansas-Boston Mountains Chapter of the NRHS had begun working on restoring this car. Tom Duggan, president of the chapter, said the loss of this car was a great disappointment. The 65-foot business car named "The Manitou" was built in 1892 by Barney and Smith Company and was originally owned by the Colorado Midland Railroad. It later went to the Wichita Falls

and Southern, then to the Missouri & Northern Arkansas, which went out of business in 1946. When the M&NA ceased operations, the car went to Kensett, where it was used as a residence for many years.

Mr. Frank Dowdy of Fayetteville was owner of the car and had brought it from Kensett at quite an expense. He had placed it on the siding for restoration, which the Arkansas-Boston Mountains Chapter had begun to do. *(Morning News of NW Arkansas, July 22, 1997 via Bob Oswald)*

Nostalgia isn't what it used to be.

ARKANSAS & MISSOURI GOOD NEWS

(Springdale) - Crossing accidents for the first six months on the A&M was down 300% from 1996.

OPERATION LIFESAVER A SUCCESS

In early August, Union Pacific ran Operation Lifesaver specials throughout Arkansas, using their streamlined E-units (A-B-A lash-up) and passenger cars (the same ones we'll be using on our November 9 trip, except we'll have steam engine 844). Hundreds of people and school children rode the specials, and hopefully learned about the dangers of trying to beat the train at crossings. In Arkansas, train-car collisions (which always is the fault of the car driver) occurred 124 times in 1996 resulting in 18 deaths (many of which are innocent passengers) and 36 injuries. This was down from 161 collisions in 1995.

Our club's August meeting had Ron Hale of UP show videos



of safety ads Operation Lifesaver will be showing soon to try to get people to obey crossing signs. One of the things he talked about was that normally it takes only 15 to 30 seconds for a train to reach a crossing after a signal is activated. However, I have some personal observations below that I think the railroads should implement to help prevent these accidents. Education is great, but the railroad should do some of the following (again, my personal observations only):

1) Racing the train to a crossing is an invitation to death, and there is no excuse for this juvenile behavior. However, how many times have you gotten to a flashing red crossing light and waited one or two minutes or longer for a train to arrive? How many times has a train stopped on the crossing or slowed down to a crawl? I'll bet this happens quite often, especially close to rail yards. This is

why people have over the years run around crossing gates and flashing signals. Railroads should make sure the train will be there in 30 seconds or less, otherwise you're inviting drivers to disregard the safety signals (sort of like false warnings - you have too many false alerts and people stop listening or stop obeying laws).

2) Have a different type of alarm at crossings when the train is less than 15 seconds away, such as changing the flashing red lights to a steady red light and changing the bells to a different type of alarm, like a buzzer or siren.

3) Do more research on lighting the locomotives so that all trains will look the same to motorists. Perhaps moving strobe lights? Different colored lights?

4) Everybody moves over (at least most do) when they hear a siren on a fire truck or ambulance. Try putting a twirbling, siren-type

sound on engines and using it only when the train is 15 seconds or less away from the crossing. Might not sound good to railfans, but it just might work and at least have people look in the direction of the train.

5) Push harder to get funding to eliminate grade crossings at busy intersections. Build under or overpasses (that is, the cities or states should do this).

6) Install train activated crossing devices that turn the signal on only within a set number of seconds before the train gets there. That way it's ALWAYS 20 seconds before train time, regardless of the train's speed.

Are train/crossing accidents mainly the fault of the automobile drivers? Yes. But we can maybe do some things that can make their decision a little more obvious.

Any comments?

GENERAL RAIL NEWS

OKLAHOMA TRAINS?

On July 17, a task force met in Oklahoma City to discuss the possibility of restoring Amtrak service to Oklahoma. A state senator said they were trying to get Amtrak back in Oklahoma in 5 to 10 years (Oklahoma lost Amtrak service in 1979 when the *Lone Star* ceased operations). One route discussed was St. Louis to Tulsa, Oklahoma City and Fort Worth. A cost estimate of the St. Louis to Fort Worth segment would be \$27 million capital and \$12 million annual operating loss. Senator Herbert said that that would be the costs of only about 4 miles of interstate highway. He said that Oklahoma is about to spend \$1 billion on improvements to state highways, which includes \$200 million in state general fund taxes and \$300 million in bonds, which amounts to a subsidy of the highway system.

Also, BNSF in early August signed a letter of agreement to sell one of its routes (the southern route - the Frisco main) between Tulsa and Oklahoma City to the state of Oklahoma for \$10 million. This would make it easier for Amtrak to add service on this route. Should talk with Amtrak bc

successful. Tulsa-Oklahoma City service would begin by 2000 (*Tulsa World*, July 7 and August 10, 1997 via Robert Oswald)

RAIL CONGESTION

(Texas) - It has been reported that in late July, there was quite a bit of freight congestion on rail lines in Texas due to increased volume. The UP and SP were at capacity in many areas with sidings full of trains and yards not able to take them. It was reported that it was especially bottlenecked between Houston and Brownsville, Texas. (Since the UP and other large railroads are generally managed very well, I suspect they'll get over these problems soon. However, looking back, I wonder how wise it was to abandon parallel lines of track many years ago?)

All things being equal, fat people use more soap.

A-OK RAILROAD NEWS

(Wilburton, Oklahoma) - The A-OK Railroad in Oklahoma, operating the former Rock Island between McAlester and Howe,

has completed the negotiations with Union Pacific for the lease of two branch lines in eastern Oklahoma. Operations of these lines was to begin August 7.

One of the lines extends 5.5 miles from milepost 365.0 to milepost 370.5 on the Shawnee Branch west of McAlester. This line is a continuation of the 70 miles of track, the Howe Branch, which the UP spun off in 1996. The second branch extends 3 miles along the Krebs branch, starting at North McAlester to Krebs, Oklahoma. This route was formerly an important MKT branchline serving major coal mines in the area. (*Press release via Bill Pollard*)

HAZARDOUS MARKINGS

The Federal Railroad Administration has put off the effective dates of a requirement for more specific identification of hazardous materials in transportation. The revised time frame will allow more time for learning the new system. The effective date has been moved from October 1, 1997 to October 1, 1998.

"DARK" TERRITORY MORE

UNSAFE?

According to an article in the *Dallas Morning News* of July 18 from FRA records, tracks without signals make up slightly less than half of the nation's rail network but were the site of six of every seven rear-end or head-on train collisions in the U.S. between 1991 and 1996. Automatic block signals give engineers at least two miles warning if they are approaching another train. Although the computer dispatching systems on the country's railroads are doing an excellent job of preventing accidents, the added safety feature of block signals might be a good investment. *(Via Dan Barr)*

One-seventh of your life is spent on Monday.

ONE MARKET PLAZA FOR SALE

(San Francisco) - Union Pacific is selling

the famous Southern Pacific former headquarters building in San Francisco, known as One Market Plaza. The building is one of San Francisco's most historic office buildings with more than 300,000 feet of usable space. It was built in 1916-17 at a cost of \$19 million and initially housed 2,500 employees of Southern Pacific.

SECOND QUARTER RECORD EARNINGS

BNSF had second quarter earnings (net) of \$235 million on revenues of \$2.07 billion. The earnings were \$49 million higher than in 1996. Meanwhile, CSX had net income of \$227 million on revenues of \$2.7 billion and NS had net income of \$200.8 million.

CSX HAS LESS FREIGHT DAMAGE

In early August, CSX moved into first place among the nation's major railroads in freight

damage prevention with a cost ratio in 1996 nearly half the industry average. CSX had 20 cents damage for every \$100 worth of cargo. The industry average is 39 cents per \$100. All railroads fared better than trucks, which had average damage of 53 cents damage per \$100 of freight.

UP TO GET NEW DISPATCHING SYSTEM

On July 31, UP's Board of Directors authorized a replacement of UP's Computer Aided Dispatching (CAD) system, to be finished by 2000. The Harriman Dispatching System in Omaha handles 2,000 train starts a day on UP's 36,000 miles of track. Southern Pacific's dispatching system will be moved to the Harriman center from Houston in November of this year.

AMTRAK NEWS**TEXAS EAGLE****TEXAS EAGLE SAVED!**

Following is an official press release from Amtrak regarding the *Texas Eagle*. It is printed in its entirety:

AMTRAK TO CONTINUE OPERATION OF THE TEXAS EAGLE

CHICAGO -- Amtrak will continue the operation of the Texas Eagle for an indefinite period beyond the Sept. 30, 1997, date specified in a loan agreement between Amtrak and the State of Texas. The loan agreement provided \$5.6 million to continue operating the Texas Eagle three-days-weekly between Chicago and San Antonio beyond its previously scheduled discontinuance

on May 10, 1997

Amtrak is able to continue operating the train because its express business is growing and prospects for its future growth warrant the continued operation of the train. The loan agreement with the State of Texas provided Amtrak the opportunity to develop a broader customer base for the Texas Eagle, including more passengers and express customers, than could have been developed without the continuation of rail service.

"We would like to thank Sen. Kay Bailey Hutchison for her strong support of Amtrak," said Thomas M. Downs, Amtrak President, Chairman and Chief Executive Officer. "Her efforts to enact legislation that would allow Amtrak to improve business practices and enable Amtrak to have a dedicated source of capital funding similar to other transportation modes will guarantee a strong and efficient national rail passenger system."

ARKANSAS RAILROADER

Amtrak would also like to thank state and local officials for their continued support of Texas Eagle service. Amtrak is now accepting reservations for travel on the Texas Eagle through Oct. 25, 1997. Amtrak will accept reservations for travel on or after Oct. 25 once its national fall timetable has been finalized.

Customers should visit a staffed Amtrak station, call 1-800-USA-RAIL or see an authorized Amtrak travel agent, for details on this or any other Amtrak service. Schedule and service information is also available at the Amtrak site on the World Wide Web at www.amtrak.com.

AMTRAK REAUTHORIZATION

As of this writing in mid August, Amtrak has not yet been reauthorized for FY 1998. The reauthorization bill is getting opposition from Amtrak employees and unions for changing some of the labor rules, such as allowing contracting out of some services. This contracting out cannot occur, however, unless labor agrees to it. Should this reauthorization not occur, Amtrak would lose \$2.3 billion over the next five years. The bill would allow Amtrak to more easily cut money-losing routes and keep or start new profit-making routes. In short, supporters think it would make Amtrak more business-like. The alternative, say many, is that Amtrak would go bankrupt within 6 to 12 months.

At the same time of this Amtrak talk is going on, the House of Representatives passed a \$42 billion transportation bill in late July that gave boosts for aviation and highway safety programs, provided \$12.5 billion in NEW spending and allowing the spending of \$30 billion from transportation trust funds. The funding measure gives \$3.9 billion to the Coast Guard, \$9 billion for the FAA and \$21.5 billion for road and highway improvements. (Amtrak the only subsidized mode of transportation? Dream on. These figures above are on top of trust fund allocations.)

STATION AMTRAK SPECIAL

The Great American Station Foundation has scheduled a special Amtrak train to

promote station redevelopment, reuse and preservation. Their "Southwest Quest Tour" has the train coming from California to San Antonio, with display in San Antonio August 25, Austin August 26, Dallas and Fort Worth August 27, Mineola and Marshall August 28 and Little Rock August 29. From Little Rock the train goes to Topeka Railroad Days on August 31.

Consist is: Locomotive (#1?), supply car (baggage 1708), exhibit car (Amfleet 21044), touring coach (Amfleet 44695), reception car (great dome lounge 9301 or concept 2000 Metroliner lounge car), business car (Amtrak 10001). (Bill Pollard)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

NORFOLK, 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.

BRADLEY, ILLINOIS - September 13, 1997 - Illinois Central Railroad Historical Society's 18th Annual Railroadiana Show at

the Ramada Inn, 815 N Kinzie, Bradley, Illinois - 9 a.m. to 4 p.m. Admission is \$1, dealer tables \$35. Contact Mark L. Miller, 111 Scott St, Marion IL 62959-7102 or call 618-997-5788 evenings.

WATERLOO, IOWA - September 12-14, 1997 - Rock Island Technical Society's National Convention. Contact: Russ Kokotan, 109 Woods Rd, Denver IA 50622.

CINCINNATI, OHIO - September 20,

1997 - The Cincinnati Railroad Club will run a special between Cincinnati, Ohio and Paris, Kentucky over the ex-L&N Corbin route, leaving Cincinnati Union Station at 4 p.m., arriving in Paris about 6 p.m. Train returns to Cincinnati about midnight. Trip will feature Amtrak Superliners. Fares: \$79 coach, \$179 first class. Contact: Cincinnati Railroad Club, PO Box 14157, Cincinnati OH 45250-0157.



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.



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 (W&SR) backing up the No. 1000 from Warren to (L) and (R) Arkansas on October 15, 1998. The W&SR train will operate on both sides of the river (L) and (R) W&SR No. 11 (L) and (R) will operate on the both sides and return to Warren, (R) to (L) when it goes to the railroad of (R) and (L).

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 Dardalelle & 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 _____



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!



DEMOLITION DERBY - Before and after photos of a former Southern Pacific (Cotton Belt) maintenance shop in Pine Bluff, Arkansas. The old superintendent's office is in the background. The top photo was taken in July, 1997 - the bottom photo taken on August 8, 1997. (*John C. Jones photos*)