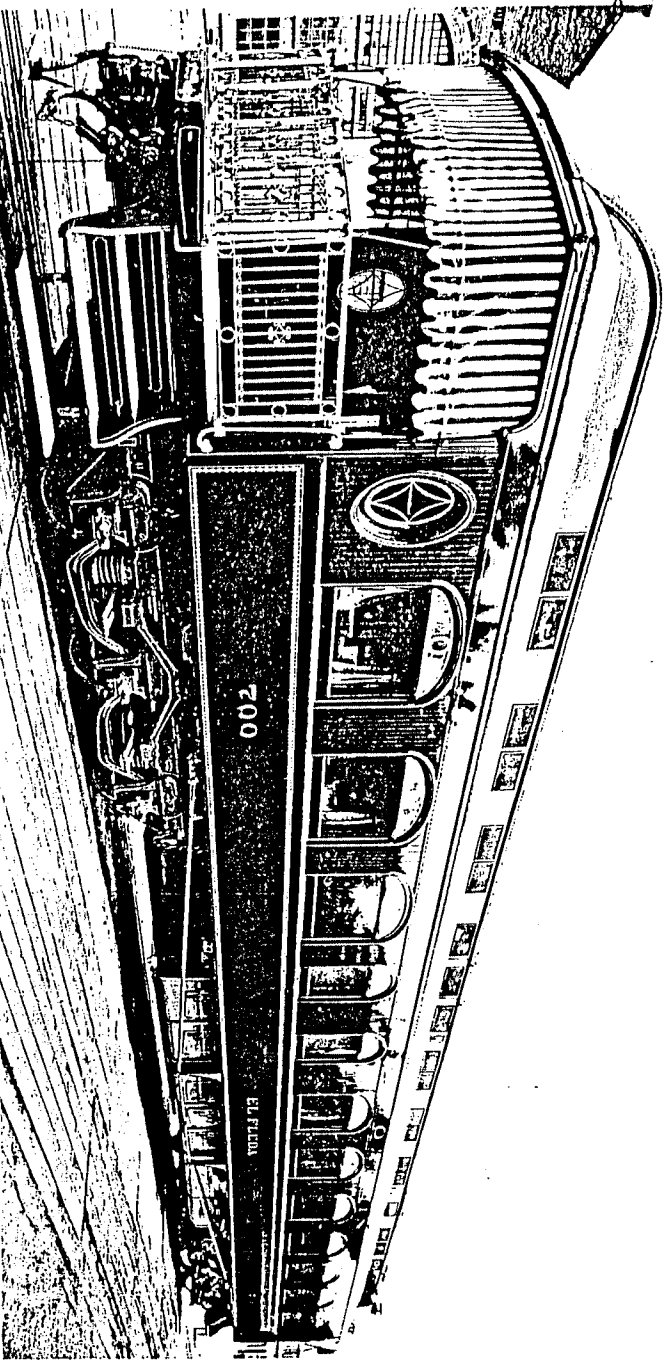


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Apr 11  
1988



The "millionaire brakeman's" posh P.V. John A. Bunting's extravagant El Fleeta, outshopped by Pullman in February 1901. After passing to Colorado Fuel & Iron Company's Colorado & Wyoming Railway as the Sunrise, the car was extensively rebuilt with steel underframe and steel sheathing in the C&S Denver shops. — Pullman Company photo, Smithsonian-Institution collection

### The President's Observation

The Arkansas & Missouri Railroad has been making some business/shipper public relation trips with the combination coach the past few weeks. Some of these trips have been covered by the TV and news media. Down the tracks I am sure this will benefit our Arkansas-Boston Mountains Chapter of the National Railway Historical Society. When someone asks about how people can get on a trip, tell them about our chapter, have them visit one of our meetings, the 3rd Thursday of each month, 7:30 pm, Shiloh Museum, Springdale or better still bring them yourself. Tell them that those who work on restoration and preservation of these old time non revenue cars will have an earlier chance of a ride particullly when the seats are not all filled with A&M RR customer/business associates. At present these trips are for shippers and business leaders who can help to possibly make these rail fan/tourest trips viable and feasible with full costs/expenses recovered by the A&M RR, or we will not have the A&M RR around. The railroad is stockholder owned and must operate at a profit if it is to remain in business. Right now there are a number of regulatory, insurance, etc. problems for trips that the A&M has to contend with. One of the etc.: there is no toilet facility on the coach.

For these current trips, the A&M wanted the nostalgic representation of old time trainmen. Bob and I qualified as old. Bob Oswald has given many, many week-day hours, working on the restoration and preservation of these cars. And I, because I'm so handsome!!!

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We have received only a few suggestions for newsletter names, but since we didn't have a March meeting I expect everyone will submit ideas at this meeting. Here are some names that have been received: Ark-Bo Flag Stop, Ark-Bo Semaphore, Ark-Bo Signal, Ark-Bo Whistle-Stop, Clear Board, The Flimsy, The Headlight, The Wheel Report, The Call Boy, The Dewarf Signal, The Fast Mail, The Western Arkansas Limited.

The books offered for sale at 20% discount in the March Newsletter have been order for those who told me they wanted one or two. I don't know if I will have the books by the meeting night of the 21st, but you might want to bring money or a check to pay ABMT Treasurer, if they have arrived: \$15.95 + shipping for Railway Age's Comprehensive Railroad Dictionary, \$17.56 + shipping for The Railroad - What it is, What it Does, Shipping I expect will be between 60 and 65 cents each book.

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Two railroad items have appeared in recent magazine articles: Americana, Vol.16, No.1, March/April, 1988, starting on page 53 "Trains of Yesterday" by Karl Zimmermann on the calendar art of Grif Teller. Teller was the artist who painted twenty-seven of the thirty-four Pennsylvania Railroad calendars produced. There are eight paintings reproduced in full color in the 4 page, a well worth reading article. National Geographic, Vol.173, No.3, March 1989, starting on page 296, "China Passage" by Paul Theroux is really a diary of his rail trips thru China. There is a good map of China's expanding rail network. Railways are the main means of intercity travel. Steam locomotives are still being built, with electric systems being increased and extended. It would seem that operations are without diesels. Travel seems to be slow on most lines and trains, with comforts and amenities few except for one or two trains between Hong Kong/Canton and Beijing. The other thing that caught my attention, was the lack of heat on the trains and buildings, as exemplified by his statement that in one restaurant he had to remove his gloves to eat with chop sticks in order to manipulate them. I would have like to have had more depth to the article rather than a statement that he rode from here to there, with only a little embellishment of the trip.

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We are a chapter that started to organize less than a year ago. We should have a historian to collect, compile, catalog and keep the records of events of the chapter, such as; formation correspondence, newspaper items and articles, copies of TV coverage in which any of our membership is involved, a copy of each of our newsletters, copies of the National Bulletins in which our chapter is covered.... I'm sure you get the idea. Who would like to be our first chapter Historian?

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Steve Roberts has sent another letter with some slides, which I will share with you the next time we have a slide presentation.

Martin Post

For readers who may have missed an earlier opportunity to see this work, the book "Shortline Railroads of Arkansas" is being reprinted. The central theme to all the stories revolves around need fulfillment and lost visions: the men who founded, financed, and fought over/for them. It is available from University Publishing Associates, Inc., 4720 Boston Way, Lanham, Md., 20706, for \$26.00 postpaid.

Arkansas Railroad Club member James Fair (author of "North Arkansas Line") is writing a book about the Rock Island from Memphis to Tucumcari. If anyone would like to contribute any information about this railroad's operation(s) in Arkansas, contact Tom Shook, 1716 Alberta Drive, Little Rock, 72207. Tom will forward the info to James Fair.

GENERAL NEWS:

Data has been released confirming a record grain haulage year for railroads. In 1987 5.1 billion bushels of grain moved, topping the previous record set in 1980 of 5 billion bushels. According to AAR, last year's weekly grain traffic averaged 98.2 million bushels. Union Pacific mentioned systemwide grain traffic in 1987 was up 26% over 1986. Much of that grain is routed through Little Rock to the Gulf of Mexico. (Arkansas Democrat article gleaned from Arkansas Railroader April, '88 issue)

Union Pacific CEO Walsh is reportedly unhappy with the current state of locomotive technology. Even with on-board microprocessors that promise increased component utilization and reduced maintenance costs the most recent EMD SD-60 releases (the 6000-6059 group) have not met expectations and the GE 9100-series are frequenting shops more than desired. Mr. Walsh has alluded to the possibility of seeking bids from foreign manufacturers regarding future orders of locomotives. (unnamed source with Union Pacific)

Editorial Comment:

I want to apologize for a bit of redundancy in this newsletter. There are two separate accounts of the A & M discussing basically the same thing. However, the editor used his prerogative to insert the latter just to illustrate the difference a few years in life experience can do.

This is a reiteration of last month's announcement. Norfolk Southern will not be sending 1218 to the western end of their system this year. All is not lost though....both the K.C. and St. Louis NRHS Chapters intend to take advantage of a NS invitation to operate a suitable substitute across Illinois and Missouri. And the winner is National Museum of Transport's Frisco engine 15221. This engine, along with 14-15 cars leased from the Fort Wayne Chapter, is scheduled to arrive North Kansas City on Saturday, May 21. There will be two roundtrip excursions to Moberly, Mo.: one on Saturday, May 28th and the other on Sunday, May 29th. Hopefully, ex-KCS Southern Belle car "Hospitality" will carry the markers on the rear of both trains. At this writing the editor is not aware of ticket price.

Colorado tourist roads: Georgetown Loop hauled 88,000 passengers in 1987; Cumbres & Toltec hauled under 40,000; and Durango & Silverton carried nearly 170,000 (at the height of summer 4 trains/day operated, exceeding 1600 riders/train on certain days). (Iron Horse News via Arkansas Railroader)

Third year for BN Expediter Trains: These priority freights started in 1985 with only ten trains. That number has increased to 36 at present ( a day) in the Springfield Region. The success of these trains has been made possible because of labor union cooperation as the trains now function with a two-man crew versus the requirement of four men.

#### Previous Model Railroad Meets:

The Ozarks Model Railroad Association celebrated their tenth annual model railroad meet last March 19. Over 1200 people attended the outing at SMSU Campus Student Union in Springfield, Missouri. Had you been there you could have learned more techniques for building rolling stock from Model Railroader staffer Ken Ehlers, reconceptualized your layout with Lorell Joiner (another MR staffer), or taken in the modelling efforts of others as well as visited home layouts. Guest speaker at the Award Ceremony was Russ Larson, current editor for Model Railroader.

For those of you who are aware of modelling but prefer approaching railroad appreciation to the beat of a different drum the Eighth Annual Arkansas Railroad Club Show was held March 26 in Little Rock. This gathering afforded dining car china, switch key, advertising, paper, and lantern collectors the chance to renew old acquaintances and relieve their wallets of burdensome dollars. There are those of us who measure a meet's success with such criteria: that is, if you came home broke but with collectable goodies the meet was a success; conversely, if you were prudent with your expenditures and returned home less the cost of gasoline: the outing was an abysmal failure.

For 1988 the Kansas City Southern Historical Society will host a two day convention in Mena, Ark. June 17-18 at the Best Western Limetree Inn there. The local depot has been restored and there will be a display on that Saturday, June 18.

The program for April's meeting will be member Tony Hannold's. It will be divided into two categories: a) discussion about the Naragasset Bay & Colony Railroad (did I spell that right?) from an owner standpoint, and b) the current state of shortline operation in today's uncertain economy.

Speaking of shortlines: locally operated Arkansas & Missouri Railroad has sponsored some interesting trips recently. On April 1, the Fort Smith turn operated as a mixed train -- that is, a normal freight train with the addition of a passenger car or caboose for railway patronage. Visitors who boarded at Springdale or Fayetteville were treated to scenery south of Winslow tunnel typical of the Ozarks region that existed universally thirty to forty years ago. Except for newer year automobiles and an oversize mushroom (satellite TV receivers) there are few places in this area accessed by railway where man hasn't reshaped his surroundings into a cardboard and pre-fab wasteland facsimile of urbanization.

In many respects the A & M is an iron carpet float trip. Along these rails you can experience the natural wonders that abound between the hills that few (save hikers, local landowners, hunters) have taken the time and energy to appreciate -- and without paying tribute to woody reminders of the Central United States: ticks and chiggers.

A & M ran the largest water-witch in Washington county April 10th (just kidding, Tony) coupled to the Boston & Maine 1899-era combine. The trip origin was Springdale with a stop in Fayetteville to Chester and return. Approximately sixty people took advantage of the run. There is a similar run planned at the southern end for local shippers April 17: Van Buren to Chester and return. Can this be a prelude to possible dinner runs in the future?

The following is a reprint from "Railway Progress", Vol. XI, No. 6, August 1957. "A Yen to Travel" A young man magnifying glass. want reprints, let us hear from you.

"Railway Progress", Vol. XI, Better get out If you enjoy/dislike/don't

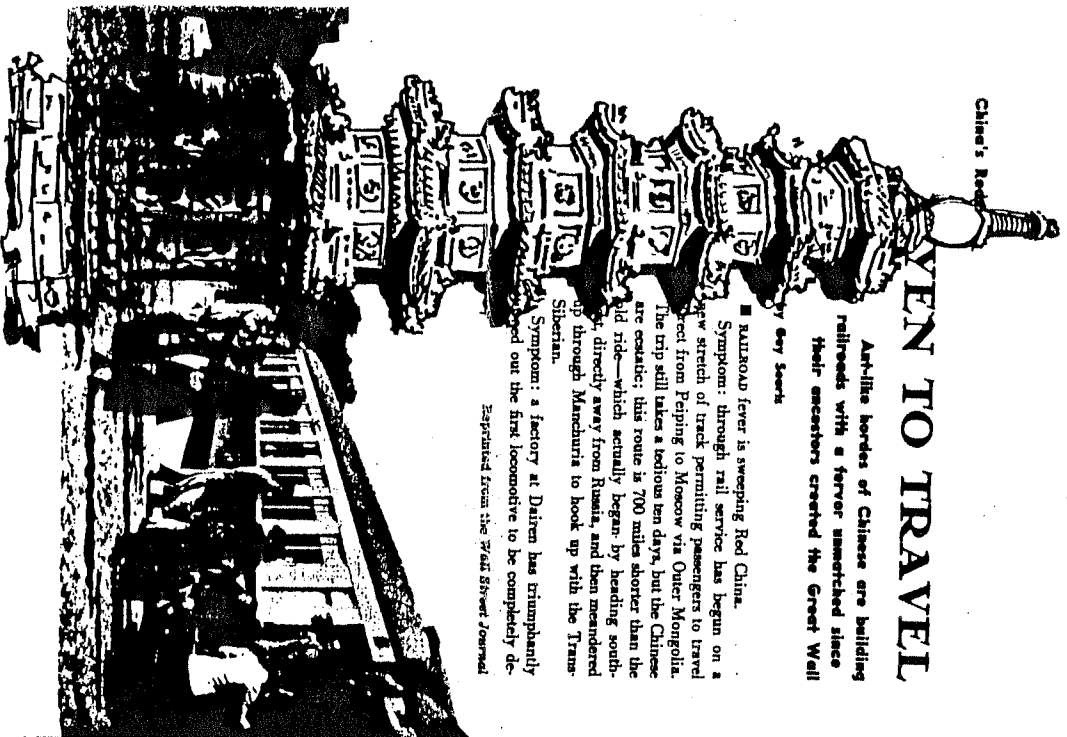
## YEN TO TRAVEL

Anti-life borders of Chinese are building their ancestors created the Great Wall

by Guy Lewis

Railroad fever is sweeping Red China. Symptoms: through rail service has begun on a stretch of track permitting passengers to travel from Peiping to Moscow via Outer Mongolia. The trip still takes a tedious ten days, but the Chinese are ecstatic; this route is 700 miles shorter than the old ride—which actually began by heading south, up through Manchuria to hook up with the Trans-Siberian.

Symptom: a factory at Dairen has triumphantly produced out the first locomotive to be completely designed from the West Street Journal



signed and constructed by Chinese (except for a wee, wee bit of Soviet "guidance"). Not one of the 150 young men who collaborated on the engine design had ever done this sort of thing before. Yet the world is heartily assured by the Chinese that this first effort, the Ho-Ping (Peace) Locomotive, can haul 80 per cent more freight at twenty-five miles per hour on a grade of 4-1,000 than the commonly employed Japanese MK-1 type—and do it with 12 per cent less fuel.

In diesel-minded America it might be headed for the scrap heap, since it's a steamer. But it has nice touches. The cab is painted in bright colors. At its rear is a little room with mirror and wardrobe, and a cookstove for snacks and tea.

Symptom: the robe of hero has been bestowed upon Chinese locomotive engineers. Casey Jones, who died with one hand on the whistle of the Illinois Central's "Cannonball," never exceeded in glory the live and youthful Yo Shiang-wu, Communist Party member, cover boy for Chinese magazines, doubly cited as "Model Worker." He drives a once-abandoned wreck of an engine, salvaged in 1946. But engineer Yo has thus far done better than Casey: the latest word is that by May his locomotive had hung up a record 500,330 miles of perfect running without a single breakdown. During this period he had managed to increase its hauling record while at the same time saving on fuel.

When the Communists took over the country this particular puffet happened to be renamed the Mao Tse-tung Locomotive, after Red China's chief of state. Nobody, but a cynic would suggest that its proclaimed performances have had

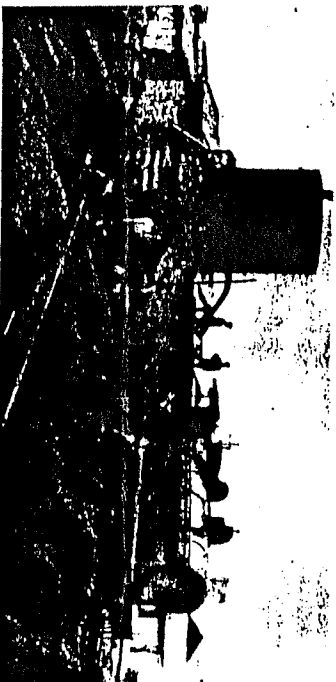


anything to do with the cult of the individual, but it is a fact that ever since the christening it has won about as much publicity as Peiping's leading sports teams. There's another renowned engine, the Chu Teh, which regularly takes second place in the locomotive honors list. It's named for the number two man in the Red regime.

Chinese rail fever has an obvious fascination for folk here in the tiny British colony of Hong Kong, where trains bound for China pull out regularly from the Kowloon station. But for Americans, what does it mean?

Plenty. American military men on Formosa, for instance, have observed helplessly as hordes of mainland Chinese railroad workers pushed a new line from Yingt'an over the mountains to Amoy—the capital city facing the U. S.-protected island citadel of the Nationalist Chinese. This tasking went into full operation in April. General Chang Chih-chung, of Red China's National Defense Council, held a rather blunt press conference. This railroad, he said, was built as a military supply line for the "liberation of Formosa."

Now another spur is being built to a more northerly port, Foochow, from which a second assault could be mounted. One of the major obstacles to



Ancient steam locomotive puffs at Shiao Tung. Kai for coal and water

this line, the Min River, has just been completed with completion of a 1,338-foot bridge.

Weeks before the line to Amoy was put on a full operational basis, the Communists sent a test train over the newly-laid rails. Its cargo was significant: 1,200 drums of gasoline. With such fuel available the Reds are in position to make use of eight coastal airfields—which puts jet planes within easy raising distance of Formosa.

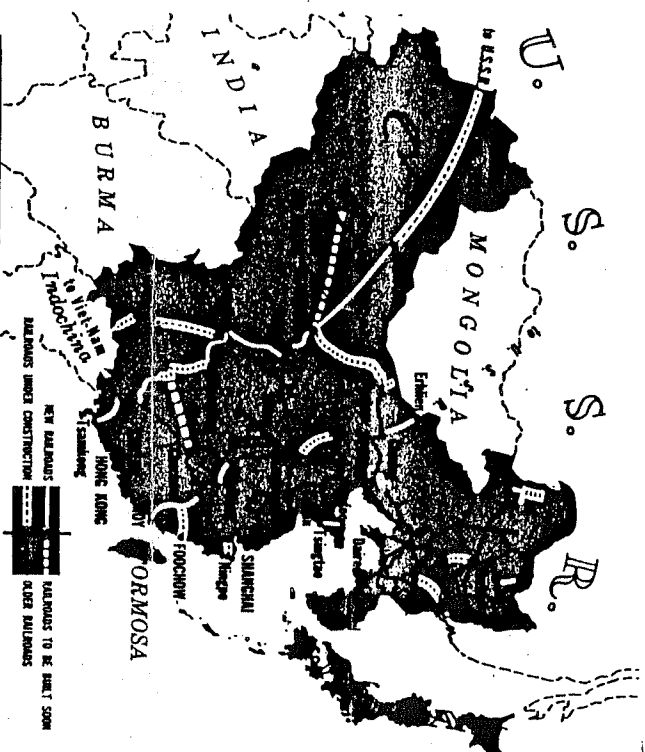
In pre-Communist days, petroleum products used to come to Amoy by tanker; huge oil storage tanks there, with a capacity of 15,000 tons, bore the "Standard" and "Shell" insignia. The company labels are gone, but the tanks still exist. While the Nationalist blockade has prevented filling them by sea transport, the Reds have attempted to bring some fuel in overland by truck.

Now the railroad has essentially cut the overland supply time from five days to two, and slashed costs by two-thirds. The threat of the Amoy and Foochow lines is as obvious as a double-barreled

shotgun. Even more important, however, is the local impact of the railway building, for it grants a new economic and military mobility to this vast, crowded, creaking nation.

It was a momentous occasion, for instance, when the final girder of a great double-decker bridge over the Yangtze was put in place May 4. This turbulent river has acted as a most breaking China's north-south rail transport system completely in two. When the bridge goes into full operation within a few months, an international network of tracks will extend uninterrupted from Communist northern Vietnam all the way to the satellite states of western Europe.

Strengthening these international supply lines is a high-priority task, and special attention is being given to routes which can stiffen China's resistance to blockade. With the completion of construction now under way, the Communists will have more than doubled China's old rail connections with foreign soil. To the north, there



New rail arteries either completed or under way increase Red China's international rail links from three to seven. Formerly connected only with Siberia, North Korea and Hong Kong, China can now exchange more traffic with rest of Red empire through two new railway connections with Russia and two routes into Communist Viet-Nam. Viet railways to Amoy and Foochow pose threat to Nationalist Chinese camped on Formosa

will be three links with the Soviet instead of one. To the south, there will be two with Viet-Nam, instead of none. If Red China goes to war, it is expected this southern comrade would try to fight technically at peace, in order to funnel in imports.

But the nation is also preparing for a period in which it can increase its direct sea trade with other segments of the Communist world—and even to

a limited extent with the rest of the world, now that Britain is twining a relaxation of restrictions. It has thrown a rail line down to the newly-built southern deep-water port of Tamkong, located on the site of the old French concession, Kwangchuan. Other new rail lines serve more northerly ports.

China's first five year plan, scheduled for completion this year, called for building 2,500 miles of railway. The

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Reds contend this goal was actually achieved last December, more than a year ahead of time. Proclaimed accomplishments, of course, must be closely examined. The Communists listed twenty-five new railroads under this five-year plan; but they included branch tracks as well as trunk lines. Even some of the major lines are not completely new, but are restorations of lines destroyed during the Japanese and civil wars.

The Communists themselves, while fighting the Nationalists, had cut nearly every rail line in north China. One that they spared, the short stretch running northwest out of Peiping, was especially honored because it was the first ever built by the Chinese themselves. Chan Tien-yu, an American-educated engineer who designed and supervised the road to its completion in 1909, is naturally now claimed as a great patriot by the Communists—though he died in 1918, several years before the

Chinese Communist Party was even formed.

It is Communist dogma that the Western nations prevented China from becoming industrialized. Therefore the actually China's first railway—a short stretch of track running out of Shanghai. Built by Western capital, it was torn down by the Chinese in the early 1870's for fear it would "thwart the immortal spirits." The imperial Manchu court let the West know it didn't care for such ugly innovations—but paid the builders compensation.

The Communists, conducting court in an equally arbitrary style, are rushing in the opposite direction. And indeed they have little choice, for their program of industrialization has disclosed that transport is a terrible bottleneck.

Since last summer, Red China's publications have been reporting huge backlogs of both freight and passenger



*If mindless second class passenger car (left) was over flatter, A little plunkier is dining car (right) on the Peking Express.*

to fault, more difficult than ascending to the blue heaven."

There are modern touches to the venture, however. With Soviet assistance, the Chinese Communists have been doing much surveying for new lines by air—including a search for a route to Lhasa, Tibet. Other survey teams are earthbound, one of these being made up of fifty-nine women. As the roads are staked out and built, more men are needed to run them. This year 90,000 new railroad workers are up for training—16,000 of them to drive or stoke locomotives.

The manpower is quite evidently easier to produce than railway equipment. The Red Chinese are enormously proud that they can now build locomotives, but by the account of their own official Hsinhua (New China) News Agency they only manufactured 184 of them last year. And the production target for 1957 is a bare 200, according to figures of the Communist publishing house, Ta King Pao. Just 8,687 freight and passenger cars were built during 1956, and the '57 goal is a scant 113 bigger. The rolling stock emphasis is clearly on freight; this year's targets call for 8,500 freight cars, only 300 passenger cars.)

To find any numbers that sound more impressive, you have to look at such cheap and simple items as railway ties. A mill to turn out "corrosion-proof" ties is being built in Chengtu; it and three other mills built or under construction will have an annual capacity of 5,100,000 ties annually.

While Reds have frequently talked rather grandly about coming diesel and electric trains, a late issue of *China Reconstructs* concludes the country's economy has not advanced enough for

at major rail terminals. American news men are forbidden by the U. S. State Department to do normal reporting inside China, but the British Reuters correspondent permanently stationed in Peiping—the lovely David "China" Chippe—reports the jam-up of deliveries has seriously affected China's manufacturing and retailing schedules. Factories are operating below capacity for want of raw materials. Consumers are left waiting for finished but undelivered goods.

The second five year plan calls for 5,441 miles of new railways, double the mileage of the first, but the Reds are frankly confessing it would serve little purpose to push ahead with some of these before getting present lines in shape to handle current needs. Only 10 per cent of present routes are double-tracked, and many are admittedly not of sufficient standard to stand the pounding of rapidly increasing traffic.

Thus the Reds this year are devoting three-fifths of their rail budget to improving freight capacity of existing lines. The main trunk line going south from Peiping to the neighborhood of Wuhan and Chuchow appears to be slated for extensive renovation. So do lines extending to the growing industrial areas around Taiyuan and Panki, more to the west, and those serving such Manchurian centers as Harbin.

Raw materials must be kept flowing to fulfill barter agreements with eastern European countries. Around Kunning, for instance, are rich copper and tin reserves as well as coal. In addition, there is timber—wooded hills in north China, inland at Yunnan, Karamai and Tsaidam; the newly discovered oil fields which the Reds are frantic to exploit. And since some of these resources are

these—though many terminals are being built so they can be accommodated.

The proposition that China could readily make use of imported railroad goods is so self-evident that a number of America's allies have been greatly tempted by this market. When Britain loosened its China trade restrictions the other day, locomotives and railroad cars were notable on the list of items that can now be sold. Japanese heavy industry has been sniffing the same wind. And the Communists, encouraging them, had been saving earlier this year that they'd buy "locomotives, tank cars and refrigerator cars."

What they'll actually purchase remains to be seen. China is, in fact, short of almost everything, and it can often be observed actually exporting some very scarce items—to pay for importing another deemed even more desperately needed. Thus the Reds this year have been making a strange offer to export steel rails.

There is considerable evidence that in the long run, at least, the Communists would like to standardize China's railroads with equipment of their own design. They have a very practical and pressing objection to imports: right now, they complain, they must tinker constantly with 100 different types of locomotives of various foreign makes inherited from the past.



RAILWAY PROGRESS



*Peiping-Canton transfer samples crude contents of Red Chinese sleeping car*

reached by an existing railway, new ones will be built despite the maintenance demands of older trackage.

While Communist propagandists like to dramatize the rail-laying, it is in truth an event of great drama in the life of this ancient land. Centuries from now, historians may rate it an act of labor comparable to creation of the Great Wall more than 2,000 years earlier. And this job is still being done largely in antique fashion, by great numbers of men, each with little choice in the matter, moving fragments of the earth in sweat and sorrow.

To build the line from Panki to Chengtu, capital of Szechuan province, they had to knock 200 tunnels through granite. Cutting through the 13,000-foot Tsinling Mountains, some of them must have remembered the words of China's ninth-century poet, Li Po, who described: "The road to Szechuan is dif-

