



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

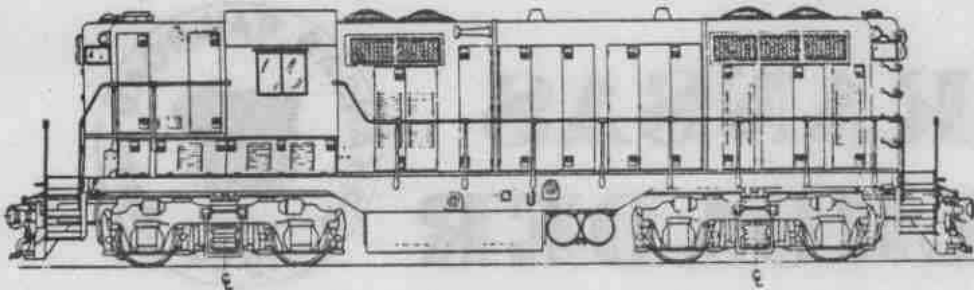
VOLUME 14 NUMBER 4

APRIL 1983



Photo Collection of J.M.Wakefield

A Bright Sunny Day at the Newport, Arkansas Roundhouse of the Missouri Pacific. 'Fat' Mike #1482 takes a spin on the table before prancing off to a day's work. Fireman Jimmy Smith occupies the right side of the pilot and Earl Pry the left. Join us for a glimpse of Newport on the MoPac in the 1940's on page 8.



GENERAL NEWS

UNION PACIFIC SPECIAL INSPECTION TRAIN -- An Eight Car Union Pacific Special Inspection Train, designated ISF-105, arrived at Little Rock Tuesday, April 5, 1983, at 10:07 p.m.. The train had departed St Louis Tuesday morning, being called out of Poplar Bluff, Mo at 8:00 p.m. Tuesday evening. The train was loaded with 24 officials of the newly-merged Union Pacific-Missouri Pacific lines. After inspecting the yards Wednesday morning, the special departed Wednesday afternoon for Houston, Texas where the group of officials was flown back to their destinations and a new group of officials were flown into Houston to board the special for the return trip. The return trip arrived back in Little Rock the evening of April 11th, departing at noon on April 12th, for St. Louis. While in North Little Rock the train was stored at the 31-in-the-hole business car track, near the new office building at North Little Rock. The train consisted of the following cars:

UP	3164	SD-40/2
UP	3168	SD-40/2
UP	303	Steam Generator/Dorm Car, Ex Bagg/Dorm #6004, ACF 1949,
UP	Carbarton	Sleeper
UP	5779	Baggage Storage, SLC 1962.
UP	5015	Lunch Counter Lounge, SLC 1959.
UP	1611	Sun Slope, 11 DBR, Ex 12-4 Western Wonderland, ACF 1950.
UP	OMAHA	Staff Car (11DBR), Ex 11DBR #1608 Sun Rest, Ex 12-4 Western Star
UP	WYOMING	Staff Car (11DBR), Ex 11DBR #1603 Sun Lake, Ex 12-4 Western Lodge.
UP	114	Business Car (Ex 103 Bus.Car.), Ex 5DBR-Buffer Lounge "Boise" Blt P-S 1956.

GREAT MELTING POT -- With the mergers consummated, Western Pacific rolling stock being considered "company cars" Western Pacific Cabooses have been sighted in North Little Rock. Cab #481 was sighted March 30th, being humped. No reports yet of Western Pacific Power at North Little Rock but hopefully it will come soon.

Business UP -- MoPac reports a 1% increase in business the first quarter of F-Y 83.

CREWS INCREASE -- With the Upturn in Business the 'indicator' Extra Boards show an increase in the number of turns. On the South End from Little Rock to Texarkana there are 21 pool crews, On the North End from Little Rock to Poplar Bluff there are 20 pool crews. These numbers fluctuate with the flow of business.

Crossover Installation over 60% complete -- The new crossover at Union Station in over 60% complete as of April 12th with work continuing. The new crossover will allow coal trains to cross from the West Track to the East Track to go thru the interchange track and on to the old Biddle Shops, avoiding a back-up move thru the yards.

LR&W NEWS -- In Early March, New Engine #101 blew a piston and was out of service for several days, with RS-3 307 taking over the main line chores while the #101 was laid-up.

FORDYCE ON THE COTTON BELT SPECIAL -- We look forward again this year to the nice train ride the Fordyce and Princeton Railroad will operate for the Fordyce on the Cotton Belt Festival April 22nd and 23rd using the AD&N Coach and Caboose. Don't miss this rare opportunity to ride over the old Rock Island at Fordyce.

BRINKLEY STATION CLOSED -- Brinkley Union Station has been closed. The historic station situated at the crossing of the Rock Island and Cotton Belt Railroads was acquired by the Cotton Belt at the shutdown of the Rock Island. The Train Order operator was discontinued in November and the Freight Office, in an adjacent building was finally closed in February 1983. Train orders are still issued from Brinkley, but only on call because the Brinkley to Memphis Line occasionally requires it. It is not thought that they are copied at the station however. Another station in danger of being demolished. Information from Bill Pollard, Jim Bennett, and Buddy Gaines.

AMTRAK NEWS



DOMES DEBUT -- Amtrak's "Capitol Limited" operating between Chicago and Washington, D.C. is now operating with one of the new 'Heritage Fleet' fully-electrified Dome Cars completed at Amtrak's Beech Grove Shops. The first Dome completed, #9405, departed Beech Grove Shops on Chicago-bound Train #317 the 15th of March, 1983. The car was held in Chicago for a few days and apparently was deadheaded to Washington. The first in-consist live move for the car that was recorded was on Train #441 as line car number 4100 departing Washington March 21, 1983. It has also been announced that as more cars are available the next train to get the 'feature' cars will be the Chicago to New Orleans "City of New Orleans". The cars are being rebuilt at a cost of over \$450,000 each.

100th Anniversary of the Sunset Limited Route -- A silver spike was driven near the junction of the Pecos and Rio Grande rivers January 12, 1883 to mark the completion of the Nation's second transcontinental route. Passenger service began one month later. The Sunset Limited, entering service in 1894, today operates over the 2,032 mile route spanning five states. Amtrak continues the tradition of excellent service on this historic route.

RIO GRANDE ZEPHYR Takeover Approved -- The Amtrak Board of Directors has approved the rumored takeover of Rio Grande Passenger Services with the re-routing of Amtrak's "San Francisco Zephyr". The take over should occur with the April 24th 1983 change in Amtrak's National Train Timetable.

DON'T FORGET -- to take advantage of Amtrak's Super "All Aboard America Fares" still in effect now thru May 1st, for travel until May 30th.

Private Car Moves on the Eagle Route -- During the month of March, the following private car moves were made on Amtrak's Eagle Route:

3/9/83	Pvt Car "Cynthia"	Little Rock to Dallas	Private Excursion to S.W. Conf. Basketball Tournament.
3/8/83	Pvt Car "Big John"	Dallas to Marshall Tx.	N.A.R.P. Convention
3/13/83	Pvt Car "Cynthia"	Dalls to Little Rock	Return Trip.
3/14/83	Pvt Car "Big John"	Marshall to Dallas	Return from N.A.R.P. Convention.
3/15/83	Pvt Car "ES&NA #50"	Little Rock to Chicago	Private Excursion
3/18/83	Pvt Car "ES&NA #50"	Chicago to Little Rock	Private Excursion.

RUMORS ABOUND -- One interesting rumor from a semi-reliable source says that Amtrak plans to add an additional "Heritage Fleet" sleeper to the "Eagle's" consist for upcoming heavy summer travel. The "Eagle" currently carries a Superliner Sleeper that is one of the thru cars to Los Angeles, and a 'Heritage Fleet' sleeper as far as San Antonio. The additional sleeper would be cut off at Ft. Worth Texas. Currently and frequently Train #21 carries a Superliner cut-off Coach for Ft Worth which in consist is first behind the engines. The additional sleeper would be carried in line with the other "Heritage fleet" equipment. Marketing predictions for this summer show the "Eagle" to be one of Amtrak's most popular trains.

Amtrak's Utility Train -- The elimination of the Floridian and National Limited left Amtrak's Beech Grove Shops somewhat stranded in 1979. Costly freight moves had to be paid to shuttle cars to and from Amtrak's shops in Indianapolis, Indiana. With the addition of Trains #318 and #317 Amtrak eliminated these moves and provided needed connections to Indianapolis too. The consist of these trains sometimes goes from the mundane Amfleet 'standard' to the ridiculous. With the use of these trains to shuffle equipment here are some of the more unusual consists:

#318, 11 March '83	#318, 22 March '83	#317, 15 March '83
#249 F40PH Loco.	#321 F40PH Loco	#300 F40PH
#10403 Amtrak Buffer Car	#38001 Superliner Diner	#34013 Superliner Coach
#10602 Amtrak Utility Car	#10403 Amtrak Buffer Car	#34045 Superliner Coach
#20012 Amfleet AmCafe	#4718 Heritage Coach	#10400 Buffer Car
#20010 Amfleet AmCafe	#21022 AmCoach	#9405 Dome Coach
#8096 Pvt Car (Diner)	#20010 AmCafe	#21266 AmCoach
NYC #48 Pvt Car Observation	#21101 AmCoach	#20025 AmCafe

A LATE NOTE -- The second dome to be released from Beech Grove shops #9401, was re-teased April 9th and will join the #9405 in Capitol Limited Service.

DON'T FORGET THAT NEW TIMETABLE -- Amtrak's New April 24th Timetables are now available from the Amtrak Ticket Office with significant changes in the Railroad map, with the re-emergence of the California Zephyr, and time changes in the East. Only minor changes are being made in the Eagle route schedule.

"GOLDEN SPIKE" DRIVING IN THE FOREST

BY CLIFTON E. HULL

The sky was overcast with dull, slate-gray clouds, but just a hint of the hidden sun was evident. There was a damp chill in the vagrant, sluggish air currents moving through the dense pine forest in Southwest Arkansas. In the cold dampness a small crowd of about 300 people had gathered to watch the ritualistic joining of the rails of two very diverse railroad - the Missouri Pacific Lines and the DeQueen and Eastern. It was a very special occasion for both roads.

Since that momentous and historic day of May 10, 1869, when the driving of a final spike at Promontory, Utah, joined the East coast and West Coast of the U.S. by rail, it has been customary to celebrate similar occasions with a spike-driving ceremony.

Railroad construction in Arkansas had generally been completed for many years when the ceremony, with which our story is concerned, occurred in 1957. A few facets of the incident were different and are worthy of note.

It is not often that the joining of an 11,000-mile wealthy giant in the world of railroads and a 45-mile prosperous shortline will be an occasion to celebrate. A prosperous shortline in the 1950's was a bit unusual in itself.

Two spikes were used in the celebration, and both were actually gold plated, so that the nomenclature of "Golden Spike" was authentic and appropriate.

It was on a cold morning of 19th of January, 1957 that the "Wedding of the Rails" took place.

The DeQueen and Eastern is an interesting story in itself. In 1900 four brothers came into the lush forest lands of Southwest Arkansas: Henry, Herman, Hans, and Peter Dierks. After operating several lumber yards in Nebraska, they came to Arkansas and bought an old sawmill and several acres of timberland. Great teams of mules snaked the logs from the woods to the mill. Soon the snaking distance was too much for the mules and some better method was necessary.

The DeQueen and Eastern was born on September 22, 1900. The baby road was anchored to the rails of the Kansas City Southern, which passed through the little town of DeQueen on its way from Kansas City to Texarkana. Like so many other names in America, DeQueen is the Americanized pronunciation of words in a foreign language. The Kansas City, Pittsburgh & Gulf (the predecessor of the KCS) was mainly financed by investors in the Netherlands. As the rails advanced southward, new towns were formed. One of these was named in honor of John de Geoijen, a wealthy Dutch coffee merchant. Arthur Stillwell, who built the KCP&G, had met John several years earlier. The Dutchman introduced Stillwell to many of his fellow countrymen who were eager to invest in the great railroad in America. So, Stillwell decided to name a company town to honor John de Geoijen.

The name was just more than the native American tongue could easily pronounce. Thus, we have the name DeQueen, which was as close as the natives could come to the difficult Dutch name.

It was at this little village that Hans Dierks tied his rails to the KCS and headed eastward. Lumber from his sawmill could now go to the great markets of a lumber-hungry nation. Rails were laid through the dense forest about 11 miles where, in 1902, another town was born - Lockesburg.

The brothers prospered with their Dierks Lumber & Coal Company. By 1905 the 60-pound rails had reached another 15 miles east and north to another lumber mill. It was a policy of the brothers to build a town as a stabilizing factor for each of their mills. This latest town was named Dierks, oddly enough.

The forests of Eastern Oklahoma then beckoned, and from DeQueen the rails of the DQ&E reached Westward to the boundry between Arkansas and Indian Territory. That was as far as the Arkansas Company could go, so the Texas, Oklahoma & Eastern railroad was formed on 21 Oct. 1910. It reached into the Territory 40 miles to the Dierks large mill at Valliant and a connection with the Frisco.

Passenger Service was inaugurated, and a contract was negotiated with Uncle Sam to carry the mail into the towns in the Arkansas and Oklahoma forest. These two items caused an almost consistent deficit. In 1948 the public service commissions of Arkansas and Oklahoma permitted the discontinuance of passenger and mail service on the TO&E and the DQ&E. In the same year a large lumber treating and preserving plant was opened at Process City, about two miles west of DeQueen. All of which helped the bookkeeper show a profit.

About 90 per cent of the traffic on the DQ&E is generated by the parent owner, but other area shippers avail themselves of its service--feed mills, turkey farms, farmer's cooperatives, wholesale grocers, bulk oil plants, and even some competing wood products plants.

The golden spike ceremony now begins to appear faintly upon the horizon. By 1957 the Dierks Forests, Inc., was becoming a financial institution to be reckoned with. About 120 miles east (as the crow flies) of DeQueen was the small, but growing, town of Pine Bluff. It was a point where the Missouri Pacific and Cotton Belt (SL-SW) rails crossed. The Arkansas River flowed through town, and three major U.S. Highways met here.

Ambitious plans bore fruit in 1957 when Dierks built a huge \$15 million Kraft paper mill on the river at Pine Bluff on a 1,480-acre layout. The availability of great quantities of water made this a most suitable site.

There was one prime disadvantage--there was no direct connection between the new plant and the company's lumber mills to the west, which would furnish trainloads of pulpwood and chips to feed the paper mill.

The many cars of wood products had to be exchanged with the KCS at DeQueen for a 55-mile ride south to Texarkana. Here, another interchange was made with the MoPac for another 170 miles on to Pine Bluff, via Benton. The cars had to cover 225 miles, an freight rates were paid to two other railroads. It would be faster and cheaper to run cars 170 miles and pay freight rates to only one road.

A study of a railroad map of Arkansas of the 1950s showed that only about 20 miles of forest land separated the DeQueen & Eastern at Dierks, and the Missouri Pacific at Nashville.

The rails reached Nashville in 1884 when the Arkansas & Louisiana built northward from Hope, on the St. Louis, Iron Mountain & Southern. The Iron Mountain bought the A&L and assumed control in 1910, and then the MoPac took over in 1917.

The decision was made to join the MoPac and DeQueen & Eastern. Both roads filed applications for permission with the Interstate Commerce Commission, and the request was granted on 27 February 1956, with the provision that construction begin by April 5th, 1956 and be completed by 15 February 1957.

This would be the first major railroad construction by the MoPac in Arkansas since the cutoff was built in 1913 between Marianna and Briark, opposite Memphis. Also, it was just 100 years since construction began on the first railroad to operate in the state of Arkansas--the Little Rock & Memphis, now Rock Island.

Railroad building began immediately in the forest of Howard County. This was a complete reversal of the nationwide trend in the world of railroading. Many more miles of track had been torn up than built in the preceding years.

It would cost MoPac twice as much to build the same length of track as it would cost the DQ&E. The Dierks company already owned the forest

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Ken W. Ziegenbein - Editor, 905 Valerie Drive, North Little Rock, AR 72118
John M. Martin - Asst. Editor. (501) 758 - 1340

through which the rails would be laid. It was necessary for the MoPac to purchase land from the City of Nashville, E.H. Northum, R.L. Musgrove, J.A.Sullivan, L.Staggs, Ruth Brewer, L.Brown, Opal Stuart, Mary Roberson, and Dierks Forests, Inc.

The route out of Nashville was surveyed by MoPac engineers George Sowers, Bill Dyer, and Harry Cowan. The clearing of the route had been completed to fulfill the I.C.C. requirements that work must begin by 5 April 1956. The MoPac received bids from 10 companies for the job of grading the roadbed. On 14 May 1956 the contract was awarded to McGeorge Company of Pine Bluff.

Crews of gandy dancers began laying rails toward each other through the forest. They would meet at the half-way point.

Finally the notice was given that a public ceremony would be held on 19 January 1957. That was on Saturday, an appropriate day, because more people would be free from work and could attend. The event was used to achieve the greatest publicity for both roads.

The crews of track layers met at a point 9.6 miles north of Nashville. An interchange track was constructed on both sides of the Main line, each of which could hold 25 freight cars. Special trains were run on the MoPac from Nashville and from Dierks on the DQ&E.

A crowd of 300 spectators endured the cold dampness to witness the unusual occasion. At first, it was proposed that the final spike be driven by hand, as was done at other such historic events. Then the decision was made to symbolize the great strides of progress made in railroading since the momentous day at Promontory, Utah, on 10 May 1869, nearly 90 years earlier.

Two diesel locomotives sat facing each other a short distance apart. Between them sat a \$2,000 machine, a gasoline-powered spike-driver, capable of driving 800 spikes in an hour.

There were TWO spikes for the ceremony, both gold plated. They were placed in position, and two men stepped up to the machine. Both were dressed in heavy overcoats, and white, peaked crown locomotive

August 11, 1940										
MAIN LINE										
Time Table No. 62										
EASTBOUND					WESTBOUND					
No. 10	Motor # 2				Effective 12:01 A.M. Motor #1					No. 9
August 11, 1940										
MIXED DAILY EXCEPT SUNDAY					MIXED DAILY EXCEPT SUNDAY					
Sunday ONLY					Sunday ONLY					
Second Class	First Class	STATIONS			First Class	Second Class				
LV: 12:55 PM	LV: 12:30 PM	12: D	Welliant	1: D	0	AR: 11:30 AM	AR: 10:30 AM			
1: 15	1: 50	3: D	W. City	2: D	8	11: 10	10: 00			
1: 30	1: 05	15: D	Golden	1: D	14	10: 50	9: 10			
1: 45	1: 15	9: D	Oak Hill	1: D	18	10: 40	9: 00			
2: 30	1: 35	10: D	B. Bow	1: D	24	10: 30	8: 45			
3: 00	2: 00	10: D	Egletown	1: D	34	10: 00	7: 35			
		10: F	Westline	1: F	41					
		4: F	R. Fork	1: F	45					
AR: 3:45 PM	AR: 2:45 PM	30: D	DeQueen	1: D	50	LV: 9:15 AM	LV: 8:45 AM			
Motor No. 6					Motor No. 7					
Daily Except Sunday					Daily Except Sunday					
First Class					First Class					
LV: 1:00 PM	1: 30 PM	DS	DeQueen	1: DS	50	AR: 4:45 PM				
	5: 7	F	Geneva	1: F	58					
1: 35	12: D	D	Lockeaburg	1: D	61	4: 15				
1: 50	8: D	D	Provo	1: D	68	3: 55				
	4: F	F	S. Springs	1: F	73					
AR: 2:10 PM	14: D	D	Dierks	1: D	76	LV: 3:40 PM				

F Stop on Flag
 D Day Telephone Office
 DS Dispatcher's Office, DeQueen - Telephone 1 long 1 short
 SC Siding Capacity
 Water Tank - Wright City, Broken Bow, DeQueen, and Dierks
 Oil Stations - DeQueen
 Wye - Welliant, Wright City, Broken Bow, DeQueen, and Dierks
 Irregular train serves between DeQueen and Dierks
 Mixed local will operate as business requires



The "Wedding of the Rails". President of the DQ&E, Fred H. Dierks and President of the MoPac, Paul J. Neff shake hands and drive the final gold plated spike to complete the line. MoPac Photos from the collection of C.E. Hull.

engineer's caps. They were Fred H. Dierks, president of the DQ&E, and Paul J. Neff, president of the MoPac. The two presidents pressed levers on the machine and a sharp staccato sound reverberated among the pine trees of the surrounding forest.

The spikes were driven, the two railroads were joined in "marriage" and the two presidents shook hands to commemorate the occasion.

Immediately the gold plated spikes were carefully pulled from the crosstie and were given to the presidents as mementoes of the event. Mr. Neff, who had begun his rail career as a rodman on a survey crew, said, "Spike driving wasn't that easy when I was doing it for a living!" Small gold-colored spikes were given to the spectators as souvenirs of the occasion.

Beside the track a sign was erected on a metal standard surrounded by a pile of stone shaped as a monument. This place would henceforth be known as PERKINS. This was in honor of Charles E. Perkins, a venerable gentleman of 86 years. He had come to the St. Louis, Iron Mountain & Southern (MoPac) in 1908 from the KCS, and retired in 1941 as chief traffic officer.

In September 1969 Dierks Forests, Inc., and the DQ&E-TO&E were purchased by the giant Weyerhaeuser Company, and the DeQueen & Eastern generates the equivalent of a train that could span 781 miles including outside customer's products on 800 cars.

Ray Sims, assistant general manager, said, "We try to get maximum utilization of the cars through heavy loading. We keep the track and equipment in good shape, and we use cars suitable to the product. We move the product as cheaply as we can and still make a profit." The railroad charges Weyerhaeuser the same rates it does its other customers.

During the past ten years the average load per car has increased greatly. It rose from 75,000 pounds to 130,000 pounds per car of lumber. Each car is 75 feet long. During 1978 there were 27,500 cars shipped out from the plant in DeQueen, the complex at Dierks, and a gypsum board operation.

The little town of Dierks had a population of only 300 when the DQ&E rails came to the cleared place in the forest 52 years earlier. At the little cleared place in the forest known as PERKINS, a similar town will grow, perhaps.

Even if it remains only a sign on a metal post, it knew a moment of importance which remains an event of historical significance for Arkansas.

TODAY'S EVENTS ARE TOMORROW'S HISTORY.

NEXT MONTH... A MoPac motor car, Old Eagles from the Texas Side, and the news and events around the state, including a report on the activities at Fordyce. In upcoming issues, A story on the Little Rock and Western by Bill Pollard, Missouri & North Arkansas Passenger Cars, including a roster, by Jim Wakefield, The Frisco in Southeast Missouri by Marty Loftin and other historical sketches.

A Consist from the Past: Illinois Central Train #12 "The Planter"
Memphis to New Orleans via Vicksburg: Engine 1101 4-6-2 Pacific
Consist: 727 Baggage (74')
762 Baggage (74')
368 73' RPO
2216 81' Coach (84 seat)
3211 81' Divided Coach (84 seat)
2915 81' Coach (84 seat)
3902 73' Observation-Cafe-sleeper "Cottonland"

This train Arrived at Memphis Grand Central Station at 6:15 a.m. On Time January 15, 1946. Consist from the Collection of John Martin.

NEWPORT in the '40's

On the page opposite, a rare glimpse of a small town engine facility during the 1940's. A typical bright sunny day while the world was at war. The Newport Roundhouse was located in the middle of the yards between the yards, depot and the White River. As our cover photo shows the 1482 on the table, in the photo page opposite of the 1482 we see that it is coming off the table, about to be serviced for the day's work. Also in the yard this day is another heavy 'mike' number 1432. It stands nose to nose with a lighter 2-8-2 number 1265 resting beside the sandhouse. We wonder how many tales were told in the small 'sandhouse' facility. The #1432, with Millard Grubb occupying the seat box (photo lower right) is ready for the day's work, she sits beside the crane that supplies black diamonds for the tender. A bit of technical data: the Missouri Pacific owned some 296 Mikados in three classes, two of which are represented here. When new the 1265 was lettered for the Iron Mountain as a Baldwin product. The 1400's were heavier locomotives. The 1482 appears to be a oil-burner while the 1432 appears to be coal-burining. Out of Newport jobs worked both the Arkansas Division and the White River Division. These photographs are from the Collection of Jim Wakefield, who saved them from some unknown family's album and preserved them for our enjoyment. They were not taken by rail buffs but as family photos thus the imperfections. But even these snapshots provide a valuable record of the railroad scene in those troubled times.

During the next few issues we will print several 'snapshot' photos which depict the railroading life in Arkansas in the early days, all from the collection of Jim Wakefield. If anyone has any other information on these photos, such as identification of people in them and locations and probable dates, the Arkansas Railroader and Jim Wakefield would sincerely appreciate knowing the information.

AN EDITORIAL...

Now seems the appropriate time to bring up an issue that I feel could be an important step for our club. The establishment of a true Railroad Artifacts Collection, in association with a museum or University Library. During the next few months we will be polling the membership to obtain your input on this.

The proposal is to approach a Museum, Library, or other agency with the ideal of establishing a Collection similar to the DeGolyer Foundation (at S.M.U.). Enough material is available in this area and the railroads were a significant factor in the Historical development of the state to warrent this type of collection.

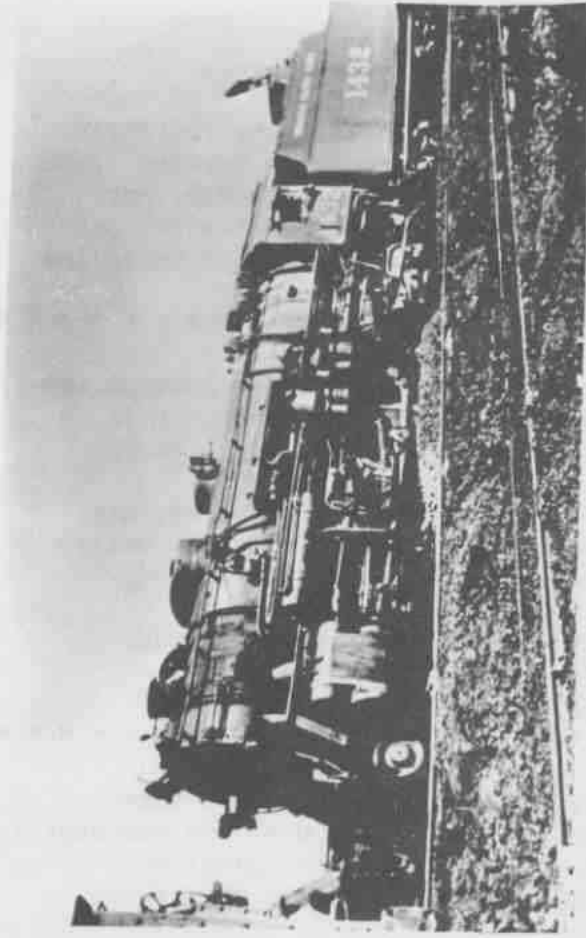
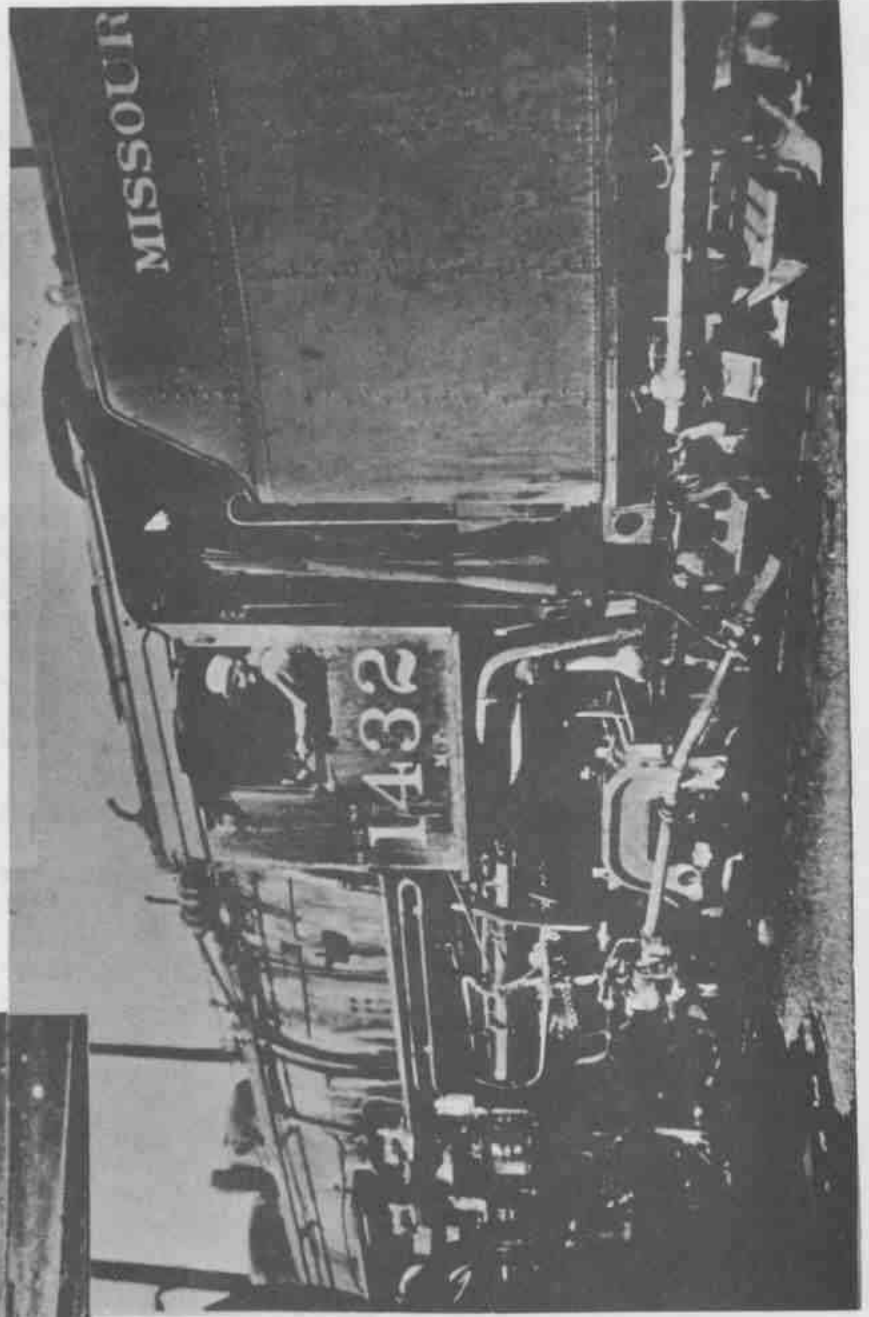
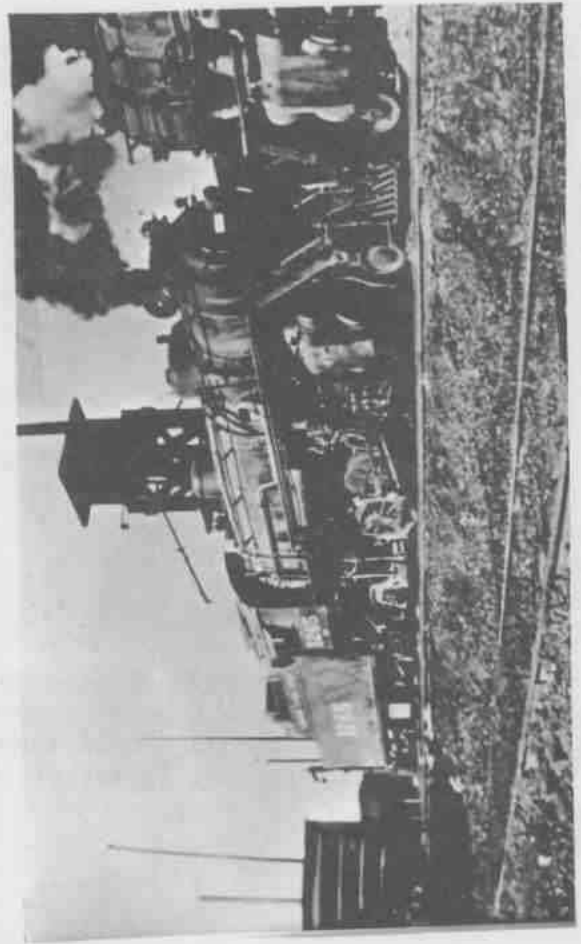
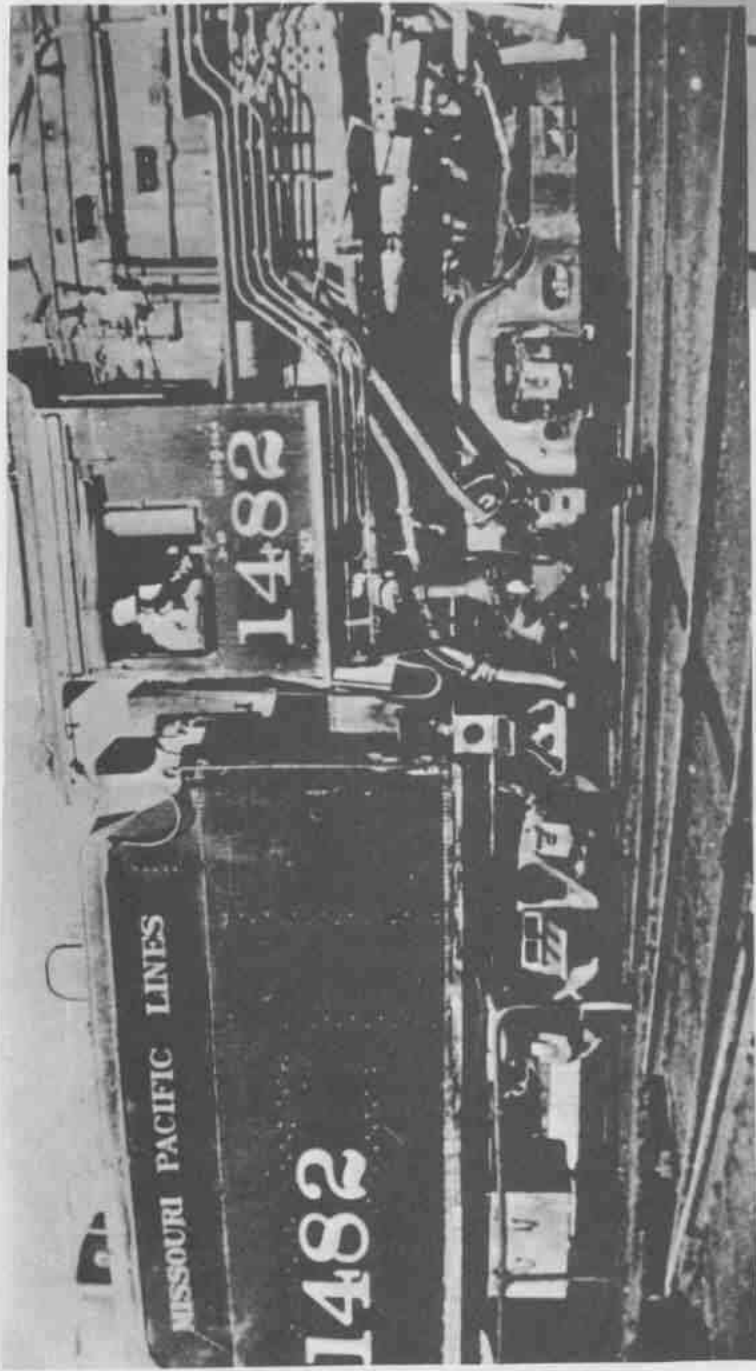
Our theory on this is to have a Closed Shelf type collection, for security and accessability. This assuresof no item "walking off" and provides for a more proper method of preservation of more delicate items.

Several collectors in the Little Rock area have stated their interest in this type of collection and are willing to donate items from their collection to this project providing certain conditions were met.

There are several institutions in the state that might be willing to provide space and staffing for such a foundation. Among ones that come to mind are: The Arkansas History Commission, The University of Arkansas at Little Rock Library, The University of Central Arkansas Library, The University of Arkansas at Fayetteville Library or the Various Public Libraries around the state.

I know that I want to pass on my collection to this type of foundation that will protect, preserve and restore my valuable collection and I feelthat many of you feel the same way. Now is the time to get the ball rolling on a project of this type, and as the State's Rail' historical organization, we can lead the way.

An Editorial by John Martin



★ As most of you know by now, there was NO PROGRAM in April, at least the regularly 2nd Sunday one. Instead we as a club will be going to the celebration in Fordyce again this year, beginning Friday, April 22 and continuing on through that Saturday, April 23. Although details of exactly where we will set up our display and sale tables are not known, I assure you it will be in an appropriate place, although it will not be in the depot again.

★ Looking ahead to May, Gene Hull will give a program with pictures and slides on the Missouri and North Arkansas Railroad. This program will be on the second Sunday in May, May 8, at the Train Station, Mar kham and Victory Streets, Little Rock, at 2pm. Refreshments will be served as usual.

By the way, if anyone hasn't yet paid their 1983 dues, a reminder that they are \$10.00 a year for Arkansas residents and \$7.50 a year for out of state. If you desire to join the National Railroad Historical Society at the same time as paying your dues, the NRHS dues are \$9.00 in addition to your regular dues.

Make checks out to the "Arkansas Railroad Club" and mail your checks to either me (Ken Ziegenbein, 905 Valerie Dr., North Little Rock, AR 72118) or to club treasurer, Dick Byrd, 12 Flintwood Drive, Little Rock).

★ MARCH SHOW AND SALE HUGE SUCCESS!! - - According to club President Bill Merck, Naomi and Gene Hull and Bill Bailey, the club's annual show and sale was very successful. Bill said there were between 450 and 460 people that eventually saw the displays, quite an improvement over last year. A total of 60 tables and 85 chairs were there (3 tables belonged to the club).

Naomi said that club sales totaled \$446.65 (net) plus Bill stated that \$337.43 was made for the club by selling coffee, tables, etc. That brings a total net for the club from this event of \$784.08. This total could, of course, change somewhat.

Bill (who was in charge of making most of the arrangements) said that the most distant attendant was Mr. Alan H. Altman, who came all the way from New York state to sell china.

A Mr. Don Puckett from the Cotton Belt operated the "Operation Lifesaver" display.

And a Mr. Albert F. Otten (who now owns what was at one time Joe's Hobby Shop in Park Plaze - I'm not sure what it's called now) donated to the club 2 old ROCK ISLAND SIGNS. One of these signs came from the office building at Biddle and the other from Pulaski, behind the old Razorback Drive-In.

All in all, the event was very successful and promises to be repeated next year. Bill is working on a tentative date of the last weekend in March again at the same place.

CONGRATULATIONS TO ALL ON MAKING THIS SHOW WORK.

★ Mr. J. B. Cornelius, a MOPAC conductor (now AMTRAK) is scheduled to make his last run Tuesday night, April 12th from Texarkana to Little Rock, after over 40 years service to rail passengers. During my many night excursions down to the Train Station to watch AMTRAK #22 come in at midnight, I've seen him work and believe he is one of the best, most friendly conductors anywhere on the AMTRAK system. While on the morning run back to Texarkana (in daylight), I've noticed him giving AMTRAK hats to kids, making people glad they took the train and overall just promote a friendly atmosphere. While others may be as friendly working for AMTRAK, his model should be copied. I and the people who ride the "EAGLE" will miss you, Mr. Cornelius. GOOD LUCK.

★ The following is taken from the newsletter of the Texas Association of RR Passengers:

TOTALS OF PASSENGER TRAIN CARS

December 31, 1929 - 61,729	December 31, 1939 - 45,729
December 31, 1944 - 46,558	December 31, 1955 - 36,871
December 31, 1967 - 18,610	December 31, 1971 - 8,713 (1st year of AMTRAK)
December 31, 1976 - 5,478	December 31, 1980 - 4,347

As you can see, from 1955 on, the nation's total number of passenger cars declined markedly. One wonders the wisdom of doing so and the wisdom of building so many highways instead (or should I call them deathways?). Fortunately, there are some of us beginning to realize the falicy of the roads and supporting increased rail passenger travel.